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[initials]

CITY OF LOS ANGELES

CALIFORNIA



DEPARTMENT OF
CITY PLANNING
221 N. FIGUEROA STREET
LOS ANGELES, CA 90012-2601

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August 8, 2000

Dear Plan Book Recipients:

ENCINO - TARZANA COMMUNITY PLAN: PLAN BOOK CORRECTION (CPC 95-0148 GPC, SUBAREA 140), CADASTRAL MAP 171B117

The attached correction for the Plan land use designation for the subject area shall be incorporated into the Encino - Tarzana Community Plan. Tract No. 24106, Lots 23 and 24, and portions of Lots 22 and 25 shall be designated in the Community Plan as Very Low I Density Residential, with a corresponding zone of RA-1. This correction reflects the intent of the City Planning Commission and City Council as part of the General Plan/Zoning Consistency Program (AB283).

If you have any questions on this matter, please contact Jim Tokunaga at (213)580-5556.

Sincerely,

CON HOWE
Director of Planning

Robert H. Sutton
Deputy Director

Attachment

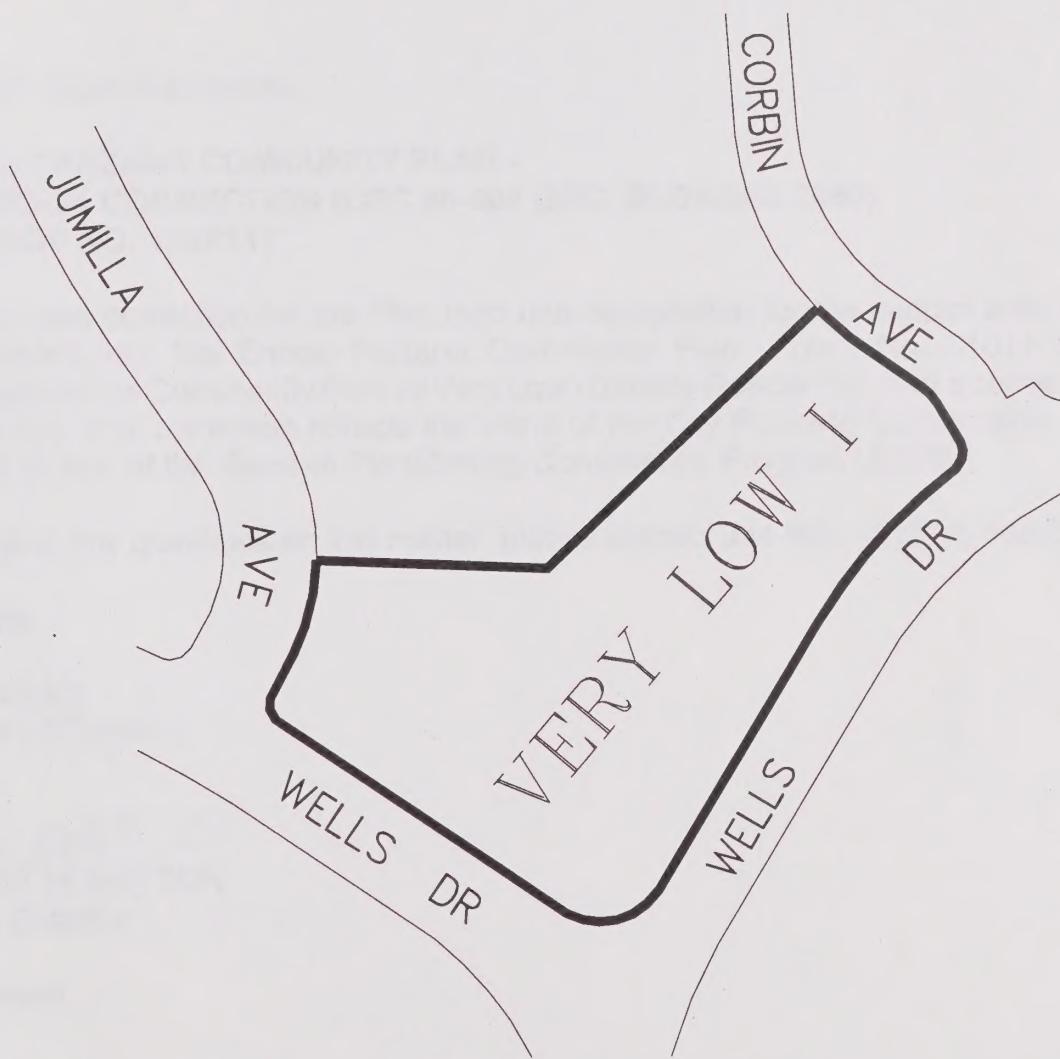
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C.M. 171B117

CPC 95-0148 GPC, SA 140

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January 20, 1999

Dear Plan Book Recipients:

ENCINO-TARZANA COMMUNITY PLAN - PLAN BOOK CORRECTION (CPC 86-604 GPC, SUBAREA 3680), MAP PAGE NO. 159P117

The attached correction for the Plan land use designation for the subject area shall be incorporated into the Encino-Tarzana Community Plan. Tract No. 31011 shall be designated in the Community Plan as Very Low I Density Residential, with a corresponding zone of RA. This correction reflects the intent of the City Planning Commission and City Council as part of the General Plan/Zoning Consistency Program (AB283).

If you have any questions on this matter, please contact Jae Kim, at (213) 580-5559.

Sincerely,

CON HOWE
Director of Planning

Jae C. S. Kim, FAIA
ROBERT H. SUTTON
Deputy Director

Attachment



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CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

May 25, 1994

11-6-95

TO: Whom it May Concern

FROM: Michelle Clarkson, Senior Clerk
Central Maps and Publications Unit
Department of City Planning

SUBJECT: PLAN BOOKLET REVISIONS

A revision (Mulholland Specific Plan) has been made to the following five (5) plan booklets: Bel Air/Beverly Crest; Brentwood/Pacific Palisades; Canoga Park/Winnetka/Woodland Hills; Encino/Tarzana; and Sherman Oaks/Studio City/Toluca Lake. Please add this revision to each of your community plans.

If you have any questions, please contact our office at 485-5043.

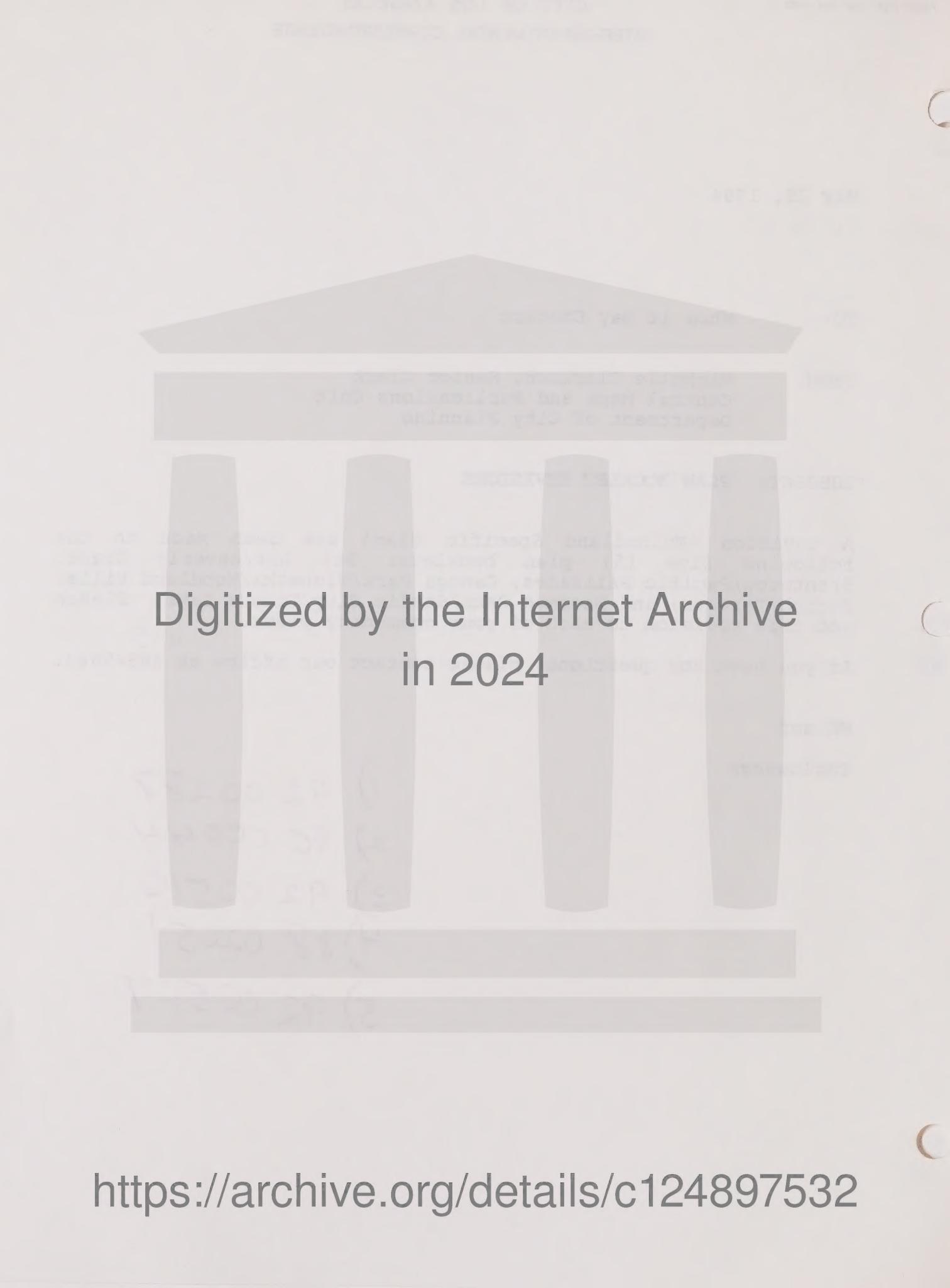
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MC:smf

Enclosures

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- 3) 92 00510
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Encino Tarzana District Plan



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GENERAL PLAN/

ZONING CONSISTENCY PROGRAM (AB283)

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Encino-Tarzana District Plan



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C. Mulholland Scenic Parkway Specific Plan

1. Summary of Provisions
2. Subject Index
3. Annotated Table of Contents
4. Specific Plan Ordinance
5. Administrative Responsibilities

* This document is a reformat of the District Plan as it formerly appeared in the broadside format. The Maps reflect the broadside subsequently amended by the General Plan Consistency Program (AB283), Periodic Plan Review and any other amendments. The text is essentially the same as the originally adopted Plan.

PLAN AMENDMENTS LOG**ENCINO-TARZANA PLANS**

Adopted by City Council
C.F. 74-4754
March 10, 1976

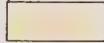
Subsequent Amendments Adopted by City Council

Date	Amendment	Council File
7-3-80	Encino Specific Plan	74-4754 S2
6-27-86	Encino Specific Plan Amendments	74-4754
4-21-87	AB283 General Plan/Zoning Consistency Program	87-0304
9-8-87	Periodic Plan Review, Philiprimm Street	87-1462 S1
10-14-87	Periodic Plan Review, Window 4, Item 7, Yolanda Avenue	87-1155 S7
12-18-87	Periodic Plan Review, Window 4, Item 8, Zelzah Avenue	87-1155 S8
12-18-87	Periodic Plan Review, Window 4, Item 9, White Oak Avenue	87-1155 S9
4-24-90	*Periodic Plan Review, Window 24, Item 5, Clark Street	90-0049 S5
1-4-91	*Ventura/Cahuenga Boulevard Corridor Specific Plan	85-0926 S24
5-19-92	*Mulholland Scenic Corridor Specific Plan	86-0945 S1,2 73-4868
5-27-92	*AB283 Open Space Zone Changes, Plan Amendments	92-0163
10-14-92	*Periodic Plan Review, Window 36, Item 2, Pine Hut Drive	92-1642 S2
12-18-92	*Periodic Plan Review, Window 40, Item 4, Magnolia Boulevard	88-2295 S1
3-3-93	*Mobilehome Footnote	89-0119

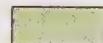
*Amendment not currently incorporated in Plan text or map.



SPECIFIC PLAN AREAS
FOR DETAILS REFER TO:

 Ventura/Cahuenga Boulevard Corridor
Specific Plan - Ord. No. 166560

 Mulholland Parkway Specific Plan,
Ord. No. 167943 - 500' Buffer

 Mulholland Parkway Specific Plan,
Ord. No. 167943 - 1/2 Mile Buffer

PROPOSED CIRCULATION

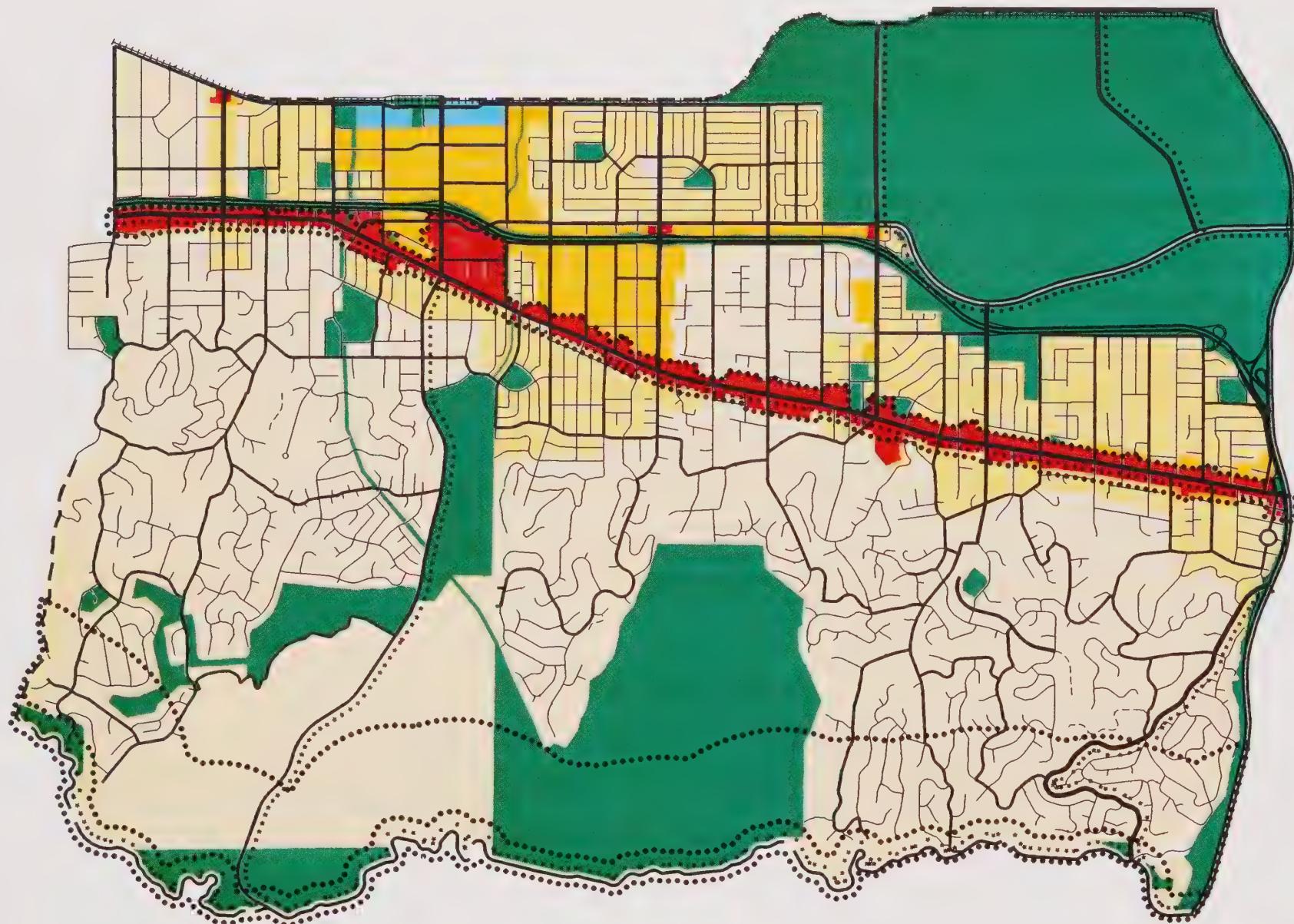
- Proposed Collector Street
- Proposed Secondary Highway

ENCINO - TARZANA GENERALIZED CIRCULATION

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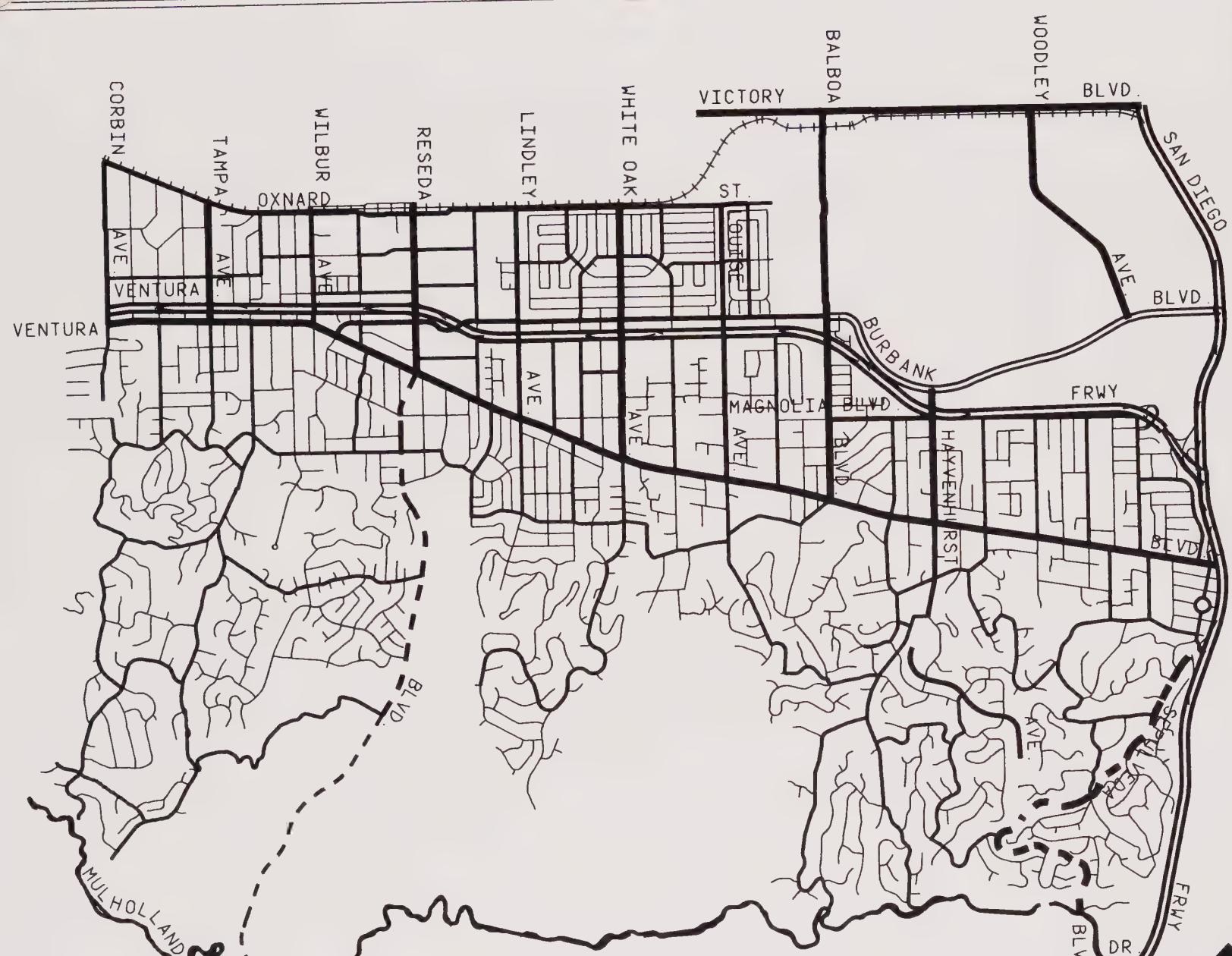




ENCINO - TARZANA
GENERALIZED LAND USE

..... See Specific Plan(s) for details

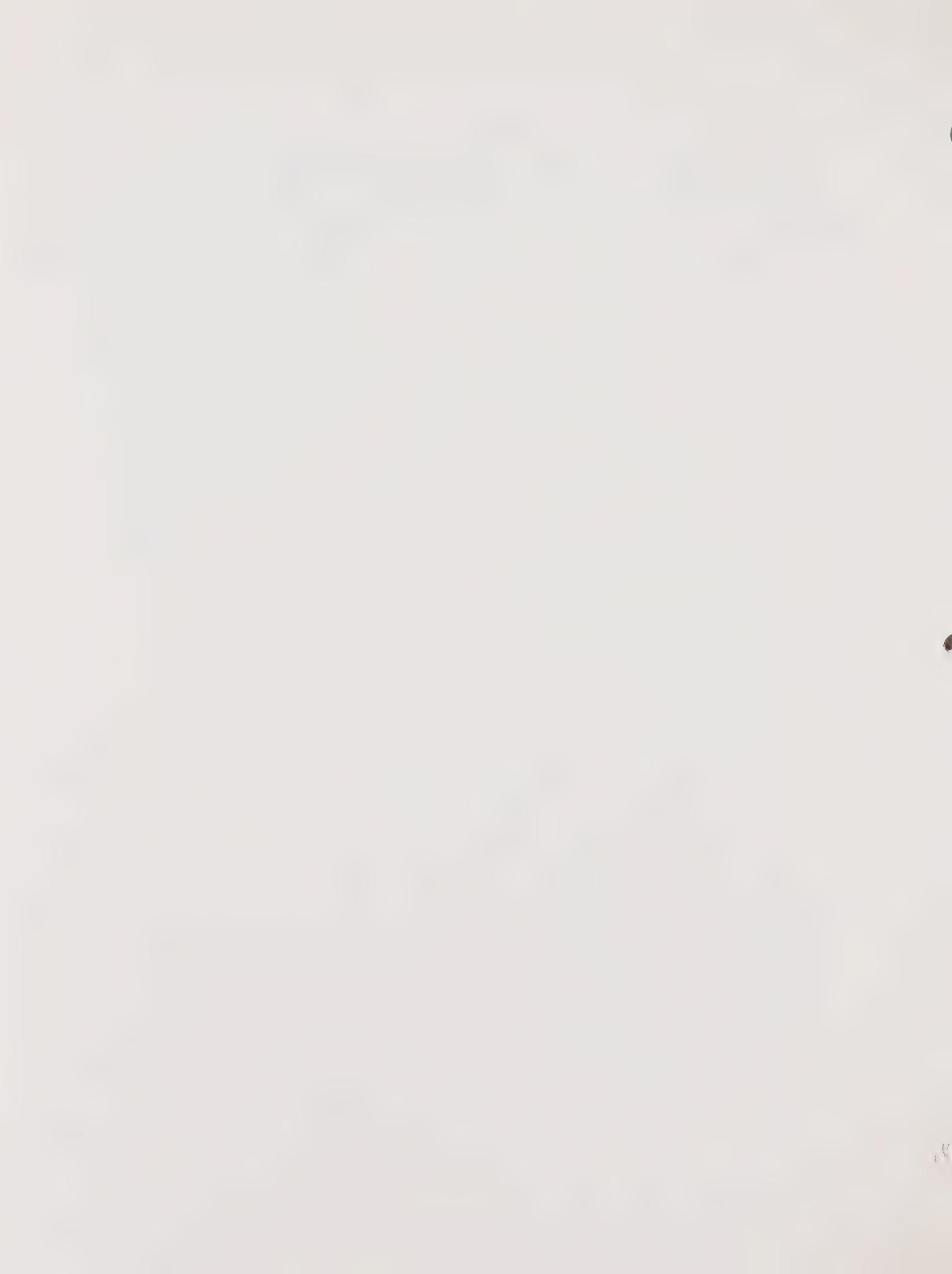
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ENCINO GENERALIZED CIRCULATION

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REV. 4/89



The Encino-Tarzana District Plan is a part of the General Plan of the City of Los Angeles. It consists of this text and the accompanying map.

PURPOSES

Use of the Plan

The purpose of the Encino-Tarzana District Plan is to provide an official guide to the future development of the District for the use of the City Council, the Mayor, the City Planning Commission; other concerned governmental agencies, residents, property owners, and businessmen of the District; and private organizations concerned with planning and civic betterment. For the Council, the Mayor and the Planning Commission, the Plan provides a reference to be used in connection with their actions on various City development matters as required by law.

The Plan is intended to promote an arrangement of land use, circulation, and services which will encourage and contribute to the economic, social and physical health, safety, welfare, and convenience of the District to meet existing and anticipated needs and conditions; contribute to a healthful and pleasant environment; balance growth and stability; reflect economic potentialities and limitations, land development and other trends; and protect investment to the extent reasonable and feasible.

This Plan proposes approximate locations and dimensions for land use. Development may vary from the Plan provided the total acreage of each type of land use, the land use intensities, and the physical relationships among the various land uses are not substantially altered.

The Plan is **not** an official **zone map** and, while it is a guide, it does not imply any implicit right to a particular zone or to the land uses permitted therein. Changes of zone are considered under a specific procedure established under the Los Angeles City Charter and the Los Angeles Municipal Code, subject to various requirements set forth therein. Inasmuch as the Plan shows land uses projected as much as 20 years into the future, it designates conditionally more land in some areas for different zones and land uses than may be desirable for many years.

This Plan is subject to periodic review and amendment.

OBJECTIVES OF THE PLAN

1. To coordinate the development of Encino-Tarzana District with that of other parts of the City of Los Angeles and the metropolitan area.

2. To designate lands at appropriate locations for various private uses, in quantities and at densities required to accommodate population and activities projected to the year 1990.
3. To make provision for the housing required to satisfy the varying needs and desires of all economic segments of the District, maximizing the opportunity for individual choice.
4. To encourage the preservation and enhancement of the varied and distinctive residential character of the District.
5. In hillside residential areas:
 - a. to minimize grading commensurate with the densities shown on this Plan; and
 - b. to limit land use intensities and population densities to those which can be accommodated by the transportation system, public service facilities and utilities, and topography.
6. To promote economic well-being and public convenience through:
 - a. allocating and distributing commercial lands and related off-street parking for retail, service, and office facilities in quantities and patterns based on accepted planning principles and standards; and
 - b. designating land for industrial development that can be so used without substantial detriment to adjacent uses of other types, and imposing restrictions on the types and intensities of industrial uses necessary to this purpose.
7. To provide a basis for the location and programming of public services and utilities, and to coordinate the phasing of public facilities with private development.
8. To provide for a circulation system coordinated with land use and densities for the purpose of accommodating traffic and encouraging the expansion and improvement of public transportation service.
9. To preserve open space for environmental protection and recreational uses, and to protect scenic views and the natural character and topography of mountainous parts of the District for the enjoyment and benefit of both local residents and persons throughout the Los Angeles region, commensurate with the other provisions of this Plan.
10. To improve the visual environment of the District through the development and application of appropriate design criteria and controls.

POLICIES

The Encino-Tarzana District Plan has been designed to accommodate the anticipated growth in population and employment of the District to the year 1990. The Plan seeks neither to promote nor to constrain growth; rather, it accepts the likelihood that growth and change will take place and must be properly controlled if the District's amenities are to be preserved and its problems corrected.

The Plan proposes the preservation of low density single-family residential areas; the conservation of designated open space lands for environmental protection and recreational use; the strengthening of the Tarzana Business District; and the concentration of commercial development in the Encino Business District along Ventura Boulevard generally east of Balboa Boulevard to the extent consistent with the adequacy of access and environmental protection.

LAND USE

Commerce

Standards and Criteria

The commercial lands (not including associated parking) designated by this Plan to serve suburban residential areas are adequate in quantity to meet the needs of the projected population to the year 1990, as computed by the following standards:

- a. 0.6 per 1,000 residents for neighborhood or convenience type commercial areas; and
- b. 0.2 acres per 1,000 residents for community shopping and business districts, including service uses and specialized commercial uses.

In general, off-street parking should be provided at a ratio of not less than two square feet for each foot of commercial floor area for each Community, Neighborhood and Regional commercial area specified on the Plan Map, and at a ratio of not less than one square foot for each square foot of floor area for Limited and Highway Oriented commercial uses. Parking areas shall be located between commercial and residential uses where appropriate to provide a buffer, and shall be separated from residential uses by means of at least a solid wall and/ or landscaped setback to attenuate noise and preserve adjoining residential neighborhoods as separate and distinct. It is the intent in the Plan to limit all commercial and parking uses to those areas indicated for such use on the Plan Map in order to avoid the adverse effect of these uses upon residential areas.

Commercial buildings should be set back at least 20 feet from the street dedication and 25% of the setback area should be landscaped. New and rebuilt commercial facilities should be designed to complement, enhance and upgrade the character of the surrounding community.

Highway Oriented, Neighborhood and Limited commercial structures should be restricted to 3 stories or 45 feet in height, and Regional and Community commercial structures should be limited to 6 stories or 75 feet in height, to ensure maximum compatibility with the adjoining good quality residential uses. To limit the intensity of commercial development to a level consistent with anticipated needs and compatible with the character of the District, the ratio of building floor area to site area (Floor Area

Ratio) should not exceed 1 to 1, 1.5 to 1, 2 to 1, and 3 to 1 for the Limited Highway Oriented, Neighborhood, Community and Regional commercial categories, respectively. Increases in commercial or parking uses indicated in the Plan beyond that permitted by existing zoning as if the date of Plan adoption shall not be permitted unless the height limitations, floor area ratios and parking requirements proposed in the Plan are applied through the use of Q provisions of the Zoning Code and until such time as these provisions are enacted by ordinance.

Features

The Plan provides approximately 365 acres of commercial and related parking uses.

The Tarzana Business District, consisting of approximately 95 acres located in the vicinity of Reseda and Ventura Boulevards, will serve as the focal point for shopping, civic, and social activities for that community. This business district should contain professional offices, small department stores, restaurants and entertainment facilities. Medium and low-Medium density apartments are proposed to be located nearby.

The portion of Encino Business District along both sides of Ventura Boulevard generally extending east from Balboa Boulevard to the San Diego Freeway is proposed to remain as a regionally significant commercial area emphasizing office uses. In order to maintain a quality of the business district consistent with that of the surrounding residential areas and to balance commercial intensities with the capacity of the circulation system, a Specific Plan should be adopted (see "Programs" Section).

Housing

Standards and Criteria

Property in residential zones permitting densities in excess of those designated on the Plan shall be considered for reclassification to zones corresponding to the designated densities.

During the first five years after adoption of the Plan, no change in zoning shall be allowed to a density which exceeds the lower limit of the applicable density range indicated on the Plan Map unless it can be shown that a higher density within the applicable range is significantly more in the public interest.

Apartments should be soundproofed and be provided with useable open space.

The intensity of land uses in the mountain and hillside areas and the density of the population which can be accommodated thereon shall be limited in accordance with the following criteria:

- a. the adequacy of the existing and assured street circulation system, both within the area and in peripheral areas;
- b. the availability of sewers, drainage facilities, fire protection services and facilities, and other public utilities;
- c. the steepness of the topography of the various parts of the area, and the suitability of the geology of the area for development. All natural slopes generally in excess of 15 percent shall be designated for Minimum Density Housing.
- d. the compatibility of proposed developments with existing adjacent developments.

Use of the "cluster concept" and the Residential Planned Development District is encouraged for new residential development in hillside areas, in order to use the natural terrain to best advantage, minimize the amount of grading required, and provide more recreational land and open space. However, development by conventional subdivision shall not be precluded. The "cluster concept" is defined as the grouping of residential structures on portions of the site while retaining a large area in its natural state or in a park-like setting. Density patterns indicated on the Plan Map may be rearranged to facilitate cluster developments provided that the total number of dwelling units indicated in any development is not increased.

Cluster development which permits multiple and / or attached housing should be:

- a. permitted only on parcels 50 acres or greater in size;
- b. designed so as to minimize adverse visual impact on neighboring single-family uses;
- c. limited in character and density to that permitted in the Low-Medium 1 Housing category; and
- d. required to set aside a minimum of 75% of the land as open space, 15% of which should be usable.

Portions of the Encino-Tarzana District are suitable for horsekeeping as an accessory use to residential uses on appropriately sized lots as permitted by the City's Planning and Zoning Code. These areas are identified in the Plan.

Features

The Plan proposes that the low-density residential characteristics of Encino-Tarzana be preserved and that single-family residential neighborhoods be protected from adjacent uses of other types by landscaping and other buffering devices. In the Minimum Density areas designated on the Plan Map, the intensity of new residential development should be limited according to the steepness of the natural terrain. Multiple family residential areas are concentrated so as to avoid their intrusion into single family areas.

The Plan encourages the rehabilitation and / or rebuilding of deteriorated single-family areas for the same use. Housing should be made available to all persons regardless of social, economic, and ethnic backgrounds, to the extent feasible. Additional low and moderate income housing is needed in all parts of the City.

The Plan provides maximum capacity of 33,630 dwelling units, which would house approximately 102,800 persons. The projected 1990 population of the District is 80,000 persons.

PROPOSED RESIDENTIAL DENSITY CATEGORIES AND THEIR CAPACITIES

Residential Density	Dwelling Units Per Gross Acre*	Percent of Pop. Capacity			Percent of Pop. Capacity
		Gross Acres	Resid. Land	Pop. Capacity	
Minimum	0. 5 to 1	1,132	14	2,325	2
Very Low I	1+ to 2	2,848	36	21,080	21
Very Low II	1+ to 3	1,805	23	18,590	18
Low I	3+ to 5	58	1	810	1
Low II	5+ to 7	1,617	20	29,100	28
Low Medium I	7+ to 12	32	1	920	1
Low Medium II	12+ to 24	76	1	4,040	4
Medium	24+ to 40	361	4	25,920	25
TOTALS		7,929	100%	102,780	100%

*Gross acreage includes streets

Industry

Standards and Criteria

Industrial lands are located on a citywide basis without regard to the boundaries of individual communities or districts, under the general principle that such employment should be available within a reasonable commuting distance from residential locations.

Parking for general industrial lands should be provided at a ratio of one staff for each 350 square feet of gross floor area, but not less than three stalls for each four employees on the main shift. Parking for warehouse or storage uses should be provided at a ratio of one stall for each 1,000 square feet of gross floor area, but not less than one stall for each employee on the main shift. On-street parking should be prohibited in industrial areas. Off-street parking areas shall be located at the peripheries of industrial sites to serve as buffers and shall be separated from adjacent private and public uses by at least a wall and/or landscaped setback.

Features

The Plan designates 45 acres of land for Limited industrial uses.

To preserve this valuable land resource from the intrusion of other uses and ensure its development with high quality industrial uses, in keeping with the urban residential character of the District, the Plan proposes classifying all industrial land in restricted zoning categories, such as the MR Zones.

CIRCULATION

Highways

Standards and Criteria

Highways and Local Streets within the Encino-Tarzana District shall be developed in accordance with standards and criteria contained in the Highways and Freeways Element of the General Plan and the City's Standard Street Dimensions, except where environmental issues and planning practices warrant alternate standards consistent with street capacity requirements. Secondary Highways and Collector Streets shown in the mountain area may be developed to hillside street standards when it is found necessary and desirable to preserve the natural topography and/or adjacent homes.

The full residential, commercial and industrial densities and intensities proposed in the Plan are predicated upon the eventual development of the designated appropriate transportation facilities. No increase in density shall be effected by zone change or subdivision unless it is determined that the transportation facilities serving the property involved can accommodate the traffic generated.

Design characteristics which might facilitate street identity such as curves, changes in direction, and topographical differences, should be emphasized by street trees, planted median strips and paving. Streets, highways and freeways, when developed, should be designed and improved to be in harmony with adjacent development and to facilitate driver and passenger orientation. Whenever feasible, street development should preserve existing trees.

All highways to be built in the mountain area should be given special scenic treatment. In each instance, a development plan should be prepared prior to construction of these roads, indicating how they will be provided with scenic and recreational opportunities and how they will handle the anticipated volumes of traffic. Special Criteria will be developed for Mulholland Drive (see "Programs")

Section). Reseda Boulevard between Ventura Boulevard and Mulholland Drive is to be given Special Scenic Treatment.

The provision of Equestrian Trails through residential areas is encouraged in those areas designated as appropriate for horsekeeping. Equestrian trails may occupy a part of street rights-of-way, being substituted for sidewalks along one side of the roadway.

Features

The Plan incorporates and amends the Highways and Freeways Element of the Los Angeles General Plan. Collector Streets are shown in the Plan to assist traffic flow toward Major and Secondary Highways. Mulholland Drive is designated as a Scenic Parkway.

Roads located within the Mulholland Scenic Parkway protective corridor shall be developed in accordance with the spirit and intent of the Report of the Citizen's Advisory Committee on the Mulholland Scenic Parkway.

The Reseda Boulevard right-of-way south of Rosita Street is proposed to remain in City ownership for future use as a part of the public transportation system, to serve as a recreational road, or to provide access to the County Sanitation landfill site, whichever is appropriate.

The Report of the Citizen's Advisory Committee on the Mulholland Scenic Parkway is incorporated into this Plan in spirit and intent. Specific criteria for the development of road-associated facilities and related controls are to be developed in accordance with that report.

Local Bicycle Trails should be provided in new subdivisions in the more level areas to connect the designated Bicycle Trail system traversing the District. The Bicycle Trail along Mulholland Drive should connect with trails extending to the north and south where feasible.

Public Transportation

The Encino-Tarzana District will continue to be served by a system of buses. When the citywide rapid transit system is constructed, buses shall provide secondary or feeder service to transit stations located in or near the District. An auxiliary transit line such as a mini-bus system is proposed along Ventura Boulevard between Balboa Boulevard and the San Diego Freeway, to connect with the adjacent through transit lines.

Railroads

The railroad right-of-way constituting the northern boundary of the District should be improved with trees, shrubs and appropriate ground covers. A program should be undertaken in collaboration with the owner(s) of the railroad to consider the use of the rights-of-way for Hiking, Bicycle and Equestrian Trails.

SERVICE SYSTEMS

Standards and Criteria

The public facilities shown on this plan are to be developed in accordance with the standards for need, site area, design, and general location expressed in the Service Systems Element of the General Plan. (See individual facility plans for specific standards.) Such development shall be

sequenced and timed to provide a workable, efficient, and adequate balance between land use and service facilities at all times.

The full residential, commercial and industrial densities and intensities proposed by the Plan are predicated upon substantial compliance with the standards contained in the Service Systems Element of the General Plan.

The development restrictions for Desirable Open Space included in the Open Space Plan are to be applied to areas designated as Designated Open Space on the Plan Map. The Report of the Citizen's Advisory Committee on the Mulholland Scenic Parkway is incorporated into this Plan in spirit and intent. Specific criteria for the development of road-associated facilities and related controls are to be developed in accordance with that report.

The Plan designates two standard types of local parks based on 1990 projected needs:

Neighborhood Recreation Sites -

1 acre per 1,000 residents; minimum site size 5 acres; service radius $\frac{1}{2}$ mile; and

Community Recreation Site -

1 acre per 1,000 residents; minimum site size 15 acres; service radius $1\frac{1}{2}$ miles.

At times it will be necessary for portions of recreation sites to be used for public rights-of-way and easements.

Local Bicycle Trails should be provided in new subdivisions in the more level areas, to connect with the designated Bicycle Trail system traversing the District. The Bicycle Trail along Mulholland Drive should connect with trails extending to the north and south where feasible.

This Plan is intended to protect and enhance the public health, safety, and welfare. Therefore, public projects and maintenance activities necessary to provide for overriding public need, particularly fire and police operations should be sequenced and timed to provide a workable, efficient and adequate balance between land use and public facilities at all times. The several Fire Stations and the overall fire protection within the Plan boundaries are continually being evaluated by the Fire Department as fire protection techniques, apparatus needs, and land use patterns change.

Features

The public facilities shown on the Plan Map are consistent with the Service Systems Elements of the General Plan. The Plan proposes utilization of power line and flood control rights-of-way (in the strips to either side of the channels) throughout the District for trail and recreational uses. Where sufficient land is available, park facilities and riding, hiking and bicycle trails, etc. should be provided in these strips.

The Plan proposes dual use of existing school facilities for the general public after hours and on weekends. School grounds should be landscaped so as to facilitate after hour recreation use.

Parks proposed in the Plan are shown in accordance with the spacing standards set forth in the City's Interim Public Recreation Plan.

The Plan Map designates trails for hiking, riding and bicycling; indicates the Scenic Parkway designation of Mulholland Drive; and indicates areas suitable for open space uses, including recreation and environmental protection.

PROGRAMS

This outline of programs is intended to establish a framework for guiding development of the Encino-Tarzana District in accordance with the Objectives of the Plan. In general, they indicate those public and private actions which should take place during the initial five years following adoption of the Plan. The described actions will require the use of a variety of implementation methods.

I. PUBLIC IMPROVEMENTS

A. Circulation

To facilitate local traffic circulation, relieve congestion, and provide mobility for all citizens, the following are required:

1. Continued development of the highway and street system in conformance with existing programs,
2. Continued planning of and improvements to the public transportation system for the District,
3. Continued study of the Reseda Transportation Corridor through the Santa Monica Mountains, and
4. Continued dedication and improvement of alleys to provide access and separation between commercial parking and adjacent residential uses.

B. Recreation, Parks, and Open Space

Acquisition, expansion and improvement, including dedications in connection with subdivisions, of needed local parks throughout the District should be accelerated, and a concerted effort to establish supplemental recreational use of open space along freeways should be undertaken. Additionally, multi-purpose use should be an objective for other publicly owned lands and facilities.

The City should encourage continuing efforts by County, State and Federal agencies to acquire vacant lands for publicly owned open space.

C. Mulholland and Scenic Parkway

The City shall prepare a Specific Plan, a scenic corridor ordinance, design plans and/or other plans and ordinances necessary to achieve the objectives and criteria set forth in the Report of the Citizen's Advisory Committee on the Mulholland Scenic Parkway. These shall provide for establishment of a ½ mile wide Scenic Corridor on either side of the roadway; Equestrian, Bicycle and Hiking trails; scenic turnouts; and other necessary amenities.

D. Other Public Facilities

The development of other public facilities such as fire stations, libraries, and schools should be sequenced and timed to provide a balance between land use and public services at all times.

Where feasible all new power lines shall be placed underground, and the program for the undergrounding of existing power lines should be developed, continued and expanded.

II. PRIVATE PARTICIPATION

Residents and commercial groups are encouraged to undertake private actions for community improvements such as:

- A. Initiation by property owners and merchants of programs to increase off-street parking facilities serving adjacent shopping areas;
- B. Promoting street tree planting programs in commercial areas;
- C. Developing and maintaining mini-parks on property provided for public use and as interim use of vacant private lands with permission of the owner;
- D. Sponsoring clean-up and beautification programs to improve the general environment; and
- E. Reviewing plans for proposed projects, and working with builders to ensure high quality development acceptable to a large part of the community prior to submission of tract maps, zone changes, etc. to the City for approval.

III. PLANNING LEGISLATION

Planning provisions of the Municipal Code and other legislation are continually being reviewed and amended. The following studies for amendments are suggested to aid in implementation of the Plan:

- A. **Safety Plan:** A General Plan Element to set forth policies relating to zoning, street networks, helicopter use, water systems, green belts, fire retardant vegetation, grading, etc., for increasing safeguards governing land development in brush areas.
- B. **Buffer Strip Zoning:** Separation of incompatible uses (particularly residential from industrial and freeways) by some form of buffering, preferably of a type which could also serve for recreational, parking, or other use purposes.
- C. **Design:** Requirement that all new and rebuilt public and private facilities observe improved site design standards.
- D. **Grading:** Possible amendments of the Zoning and/or Building Codes to limit the quantity of cut and fill grading in hillside and mountainous areas.
- E. **Industrial Park:** Special regulations and requirements for industrial developments, including requirements for landscaped setbacks.
- F. **Mulholland Drive Scenic Corridor Protection:** Specific standards and development controls to assure scenic protection for Mulholland Drive as a Scenic Corridor. Land use controls, sign controls, grading controls and maintenance provisions should be included.
- G. **Open Space Acquisition:** Establishment of a right of first refusal by the City to purchase privately owned golf courses or other open space areas at their market value before sale for some other private uses.

H. Open Space Tax Relief: Inclusion in the City's Annual Legislative Program (submitted to the State Legislature) of a proposal for tax relief for privately owned lands planned for conservation and open space uses.

I. Property Improvement Tax Relief: Revision of laws to provide incentives to property owners making improvements to their property.

J. Scenic Districts: Establishment of districts, and the provision of regulations therein, to protect and preserve identified scenic features or values.

K. Signs: Strengthening of billboard and other commercial sign controls.

L. Townhouse Zoning: Attached single-family housing, individually owned, which would provide greater economy of land utilization, single-family amenities within multi-family areas, and be suitable for proposed Low-Medium density housing areas.

IV ZONING ACTIONS

Zoning is the primary legal tool by which the development of private property can be directed toward the implementation of the Plan. Two distinct situations are involved:

- A. It is the intent of the City to initiate redesignation to zones appropriate to Plan.
- B. Property owners, under the procedures established by the Los Angeles City Charter and the Los Angeles Municipal Code, may apply for a change of zone.

V. FUTURE STUDIES

In order to systematically carry out the intent of this Plan and provide for public needs, convenience and general welfare, the following are suggested for special study and implementation:

A. The general area between Balboa Boulevard and the San Diego Freeway on Ventura Boulevard, as shown on the strip map entitled "Ventura Boulevard Frontage, Proposed Specific Plan Study Area", is an office area of regional importance. This commercial development is likely to have a severe impact on the surrounding high quality residential area unless its development is controlled by means of a Specific Plan. To be considered in the study are the following:

1. Increasing off-street parking capacity by the identification of appropriate off-street parking sites;
2. Improvement of public transportation in and to the area;
3. Improvements to the appearance of the area by such means as eliminating voids in retail frontages, substantial building setbacks, and ample landscaping and open spaces;
4. Control of outdoor commercial lighting;
5. Reduction of potential building intensities; and
6. Improvement of traffic flow and lessening of congestion through such methods as: prohibition of parking

on arterial streets during peak traffic periods, limitations on the numerous left turns, provision of turn pockets, synchronization of traffic signals, a limited loop system of collector streets to move traffic from commercial and parking facilities to arterial streets, and provision of auxiliary transit systems possibly including minibus service.

B. Plans for the Mulholland Drive Scenic Parkway, including Scenic Corridor as well as Scenic District, shall be developed and implemented. The following should be included in these plans:

1. Roadway designs;
2. Designations, and provision for acquisition, of view sites, recreation areas and related commercial sites;
3. Controls on use and intensity of use of lands adjacent to the Parkway or Scenic Corridor;
4. Designation of roads and trails for recreational purposes associated with the Scenic Corridor;
5. Prohibition and/or control of signs and billboards; and
6. Location of other public facilities which are necessary along this Parkway.

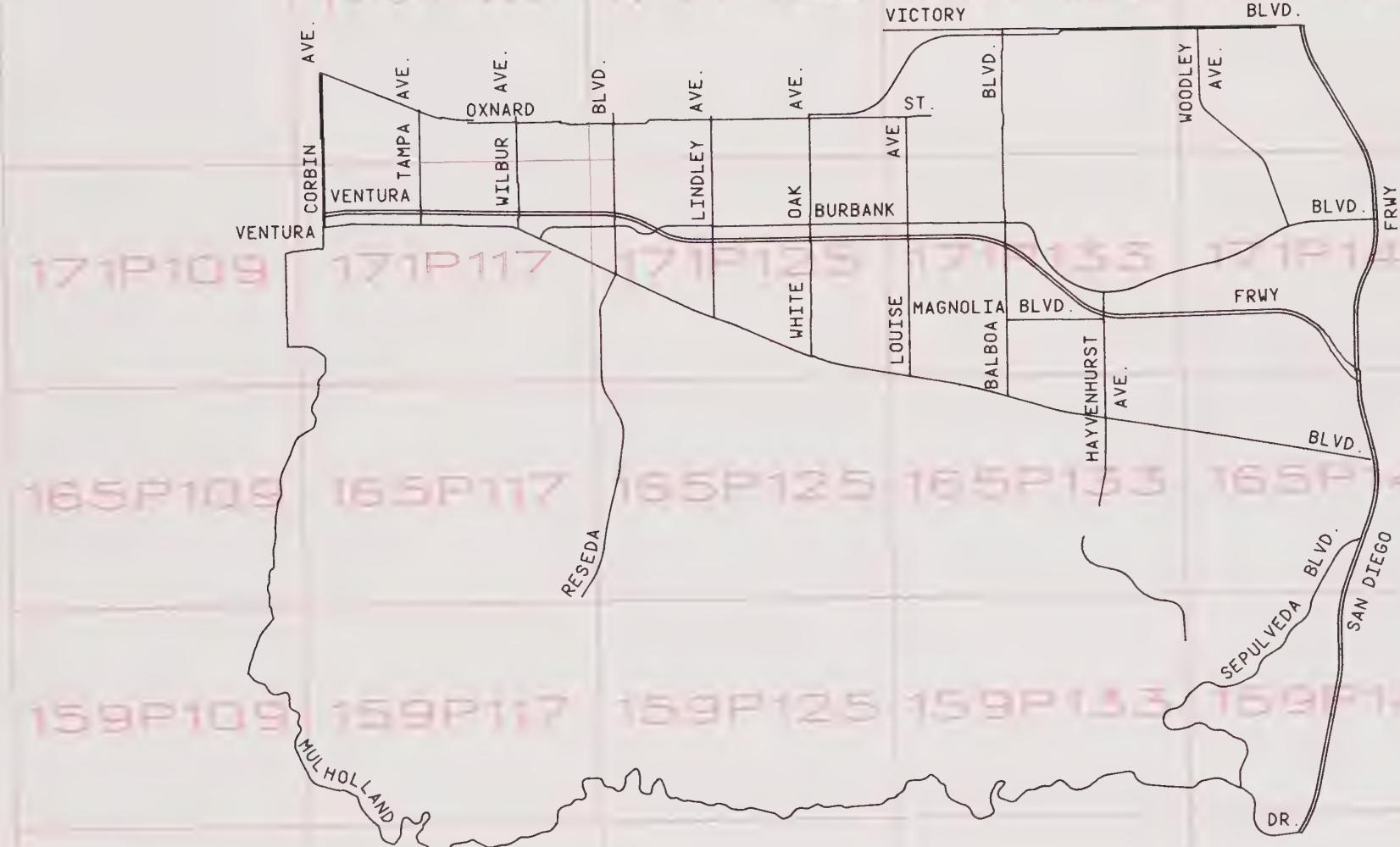
C. A Slope-Density formula will be developed, which will include a precise definition of the relationship of intensity of development to natural terrain.

D. Performance standards and guidelines for new cluster development in hillside areas of the City will be prepared for inclusion in the City's General Plan and zoning ordinance after a comprehensive review and study.

IV. SPECIFIC PLAN

To achieve the objectives of this Plan for the development of the area along Ventura Boulevard between Balboa Boulevard and the San Diego Freeway, a Specific Plan based on the above special study shall be prepared, and the following features considered:

- A. Increased off-street parking facilities;
- B. Improved traffic flow and lessening of congestion;
- C. Enhancement of the pedestrian amenities and pedestrian orientation of shopping facilities;
- D. Phasing to ensure orderly development and redevelopment.
- E. Ground level retail facilities in commercial parking structures;
- F. Buffering between commercial and quasi-public uses and adjacent single-family residential uses.
- G. A Floor Area Ratio of 1 to 1 is to be applied to commercial and parking uses within the proposed Specific Plan area until such time as a Specific Plan for the area is adopted.



MISSION HILLS



183P125

SEE MAP 189P125

186-129

186-125

SATICOY

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SEE MAP 183P117

SEE MAP 177P125

REV. 4/89 - RE

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SEE MAP 183P117

CANOCA PARK-WINNETKA- WOODLAND HILLS

RAPID TRANSIT STUDY ROUTE



ENCINO-TARZANA



177P125

180-125

SEE MAP 183P125

180-129

SEE MAP 177P177

VICTORY

ENCINO-TARZANA

OXNARD

177-125

REV. 4/89 -RE

177-129

This historical map illustrates a residential area in Denver, Colorado, with a grid of streets and property boundaries. Key features include:

- Streets and Labels:** VANOWEN AVE, KITTRIDGE, VICTORY, ERWIN, ETIWANDA AVE, ZELZAH, LINDLEY, WHITE OAK, SPRR., HAYNES ST, and a '5H' symbol.
- Landmarks:** A large asterisk (*) is located in the lower right quadrant. A legend on the left indicates 'SELL MAP'.
- Boundaries:** The map shows numerous property boundaries, some with diagonal hatching and others with solid lines.
- Color Coding:** Properties are color-coded in various shades of pink, yellow, green, and brown.

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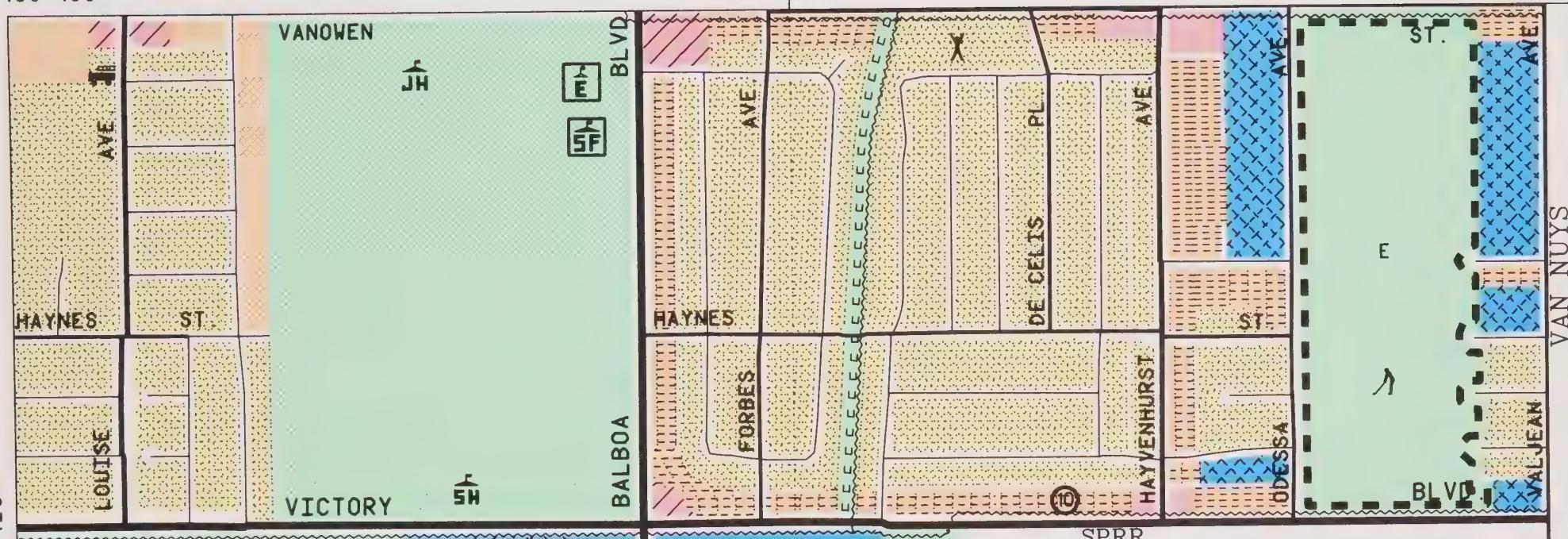
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180-137

SEE MAP 183P133



SEE MAP 177P125

ENCINO-TARZANA

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RAPID TRANSIT
STUDY ROUTE

177-133

REV. 4/89 -RE

177-137

VAN NUYS-NORTH SHERMAN OAKS DISTRICT

SEE MAP 177P133

VICTORY

SPRR

BLVD.

SAN DIEGO

AVE.

WOODLEY

WATER RECLAMATION PROJECT
JAPANESE GARDEN

XX



WOODLEY

SEPULVEDA BASIN RECREATION AREA

AVE.

FRWY

VAN NUYS-NORTH SHERMAN OAKS DISTRICT

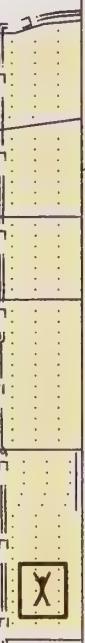
174-109

171P109

174-113

CANOCA PARK-WINNETKA-WOODLAND HILLS DISTRICT

SEE MAP 171P117



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174-117

171P117

174-121

SEE MAP. 177P117

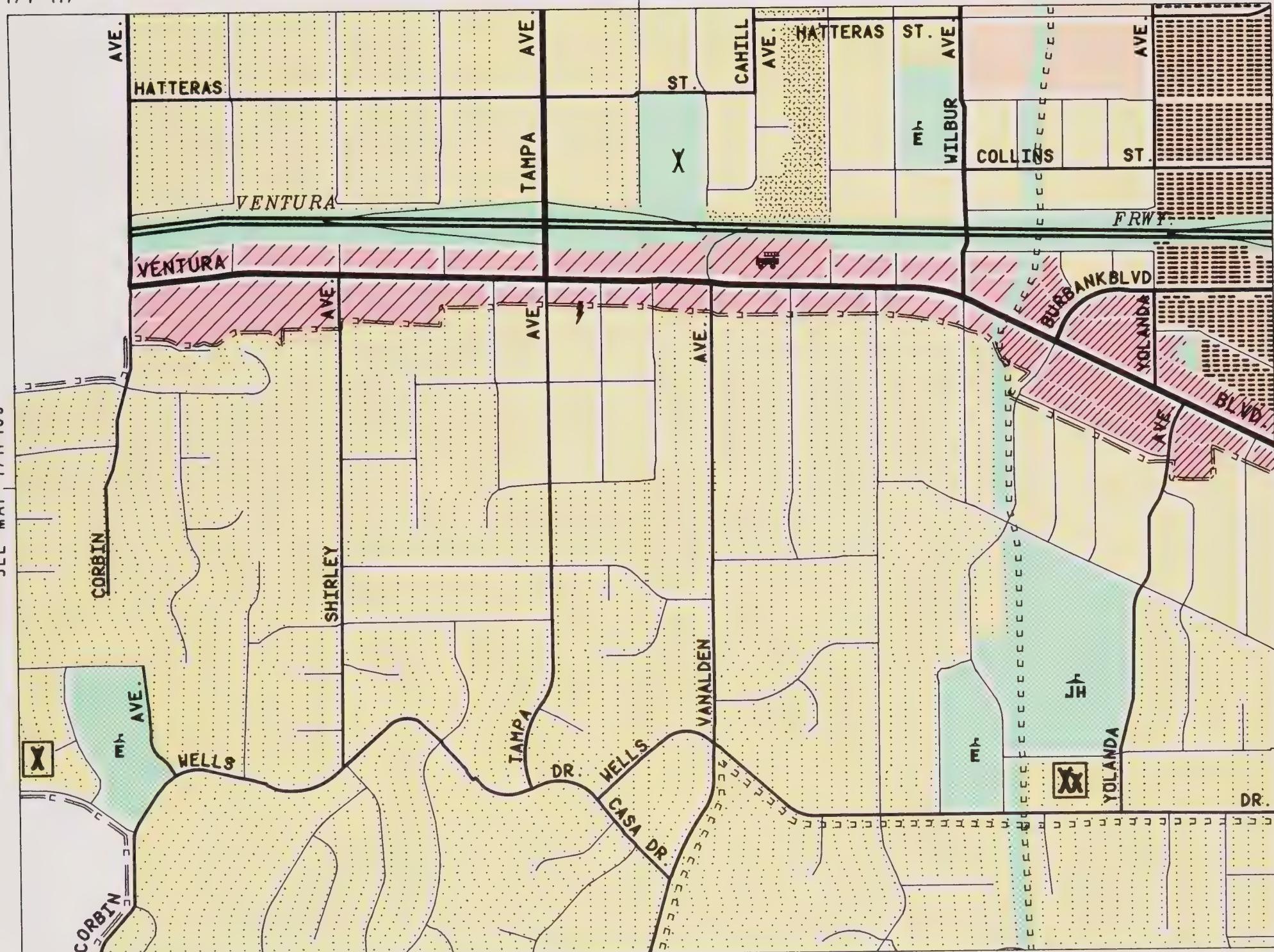
SEE MAP 171P109

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SEE MAP 165P117

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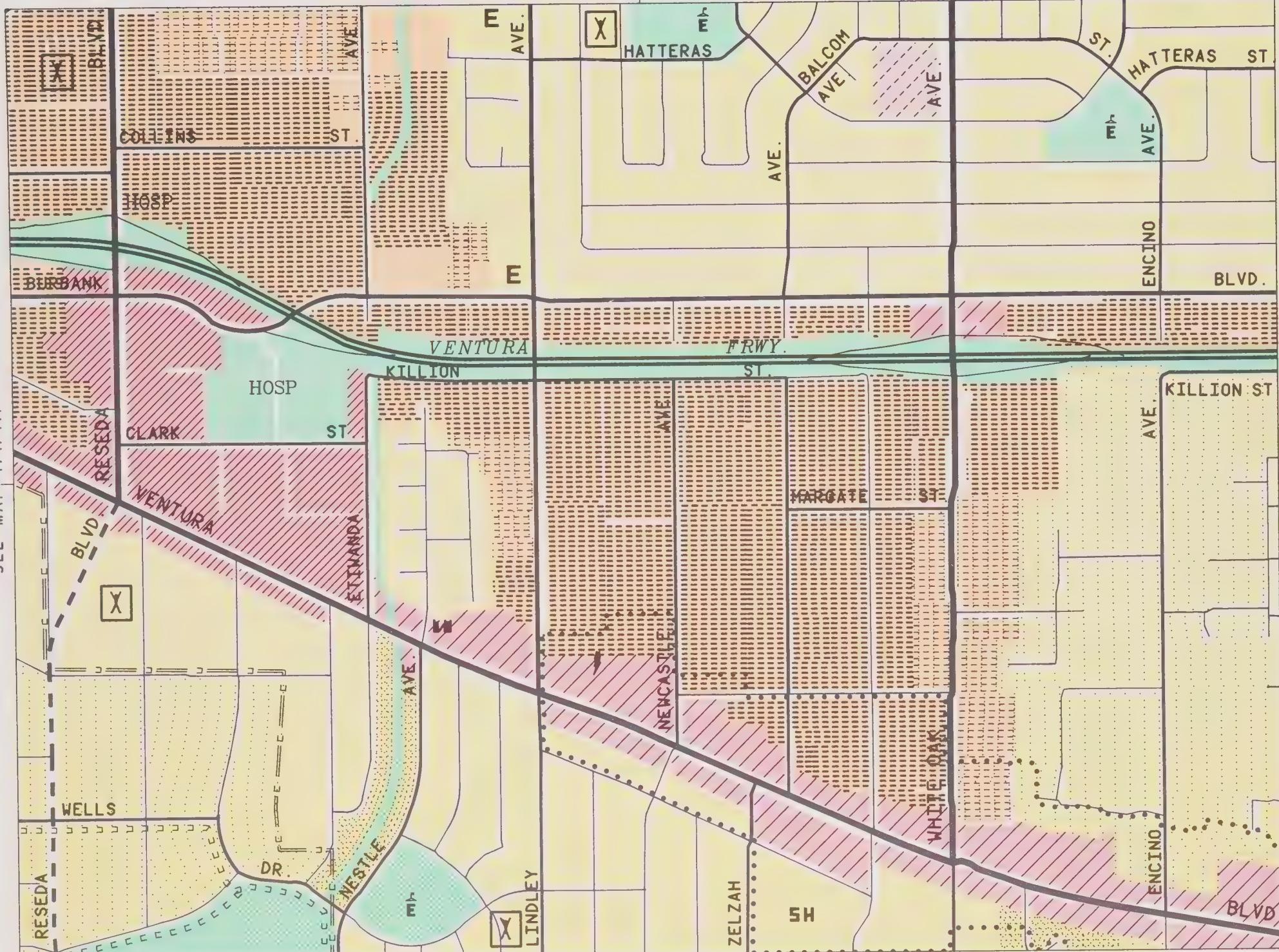
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SEE MAP 177P125

174-125



171-125

SEE MAP 165P125

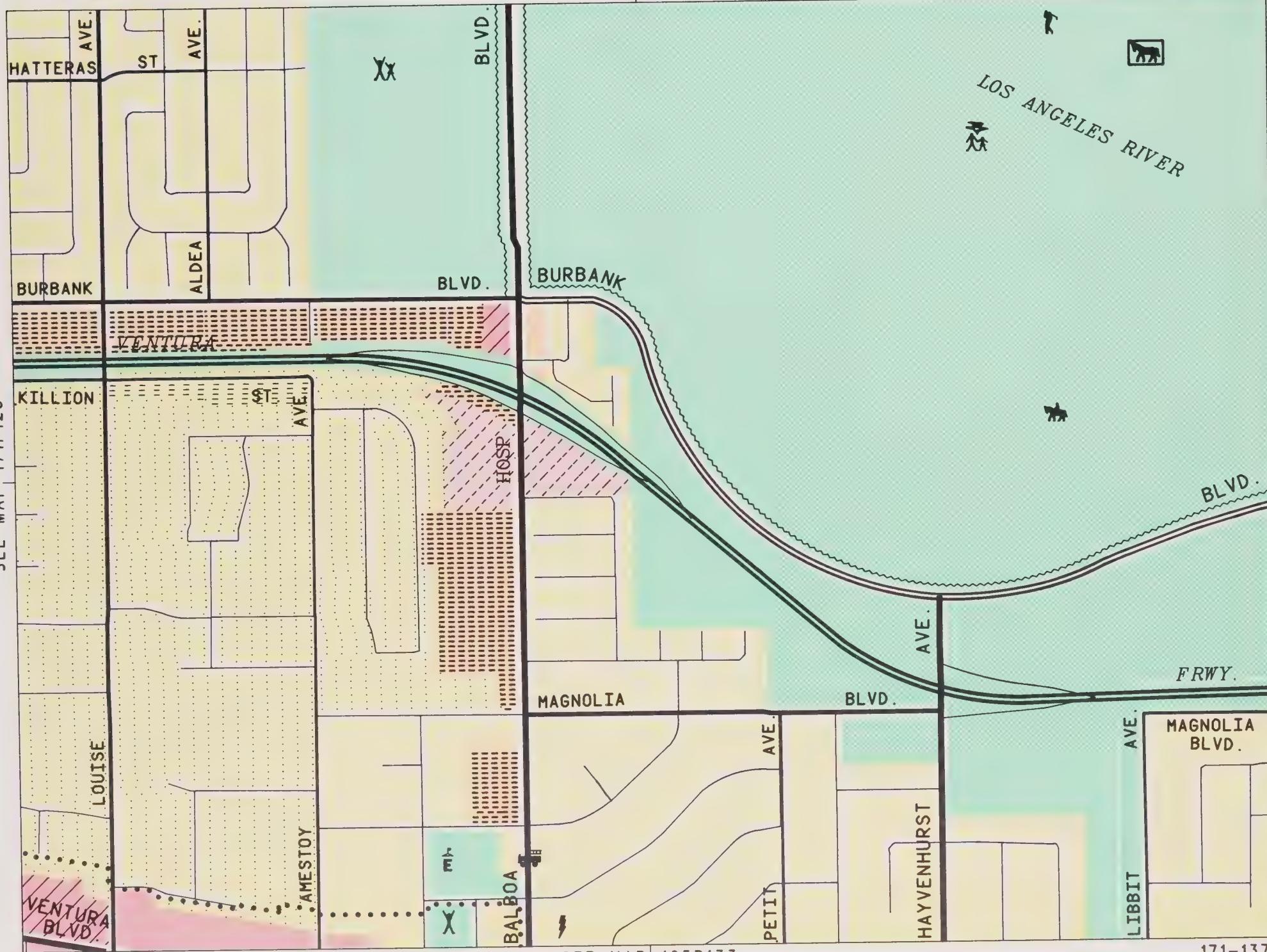
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SEE MAP 177P133



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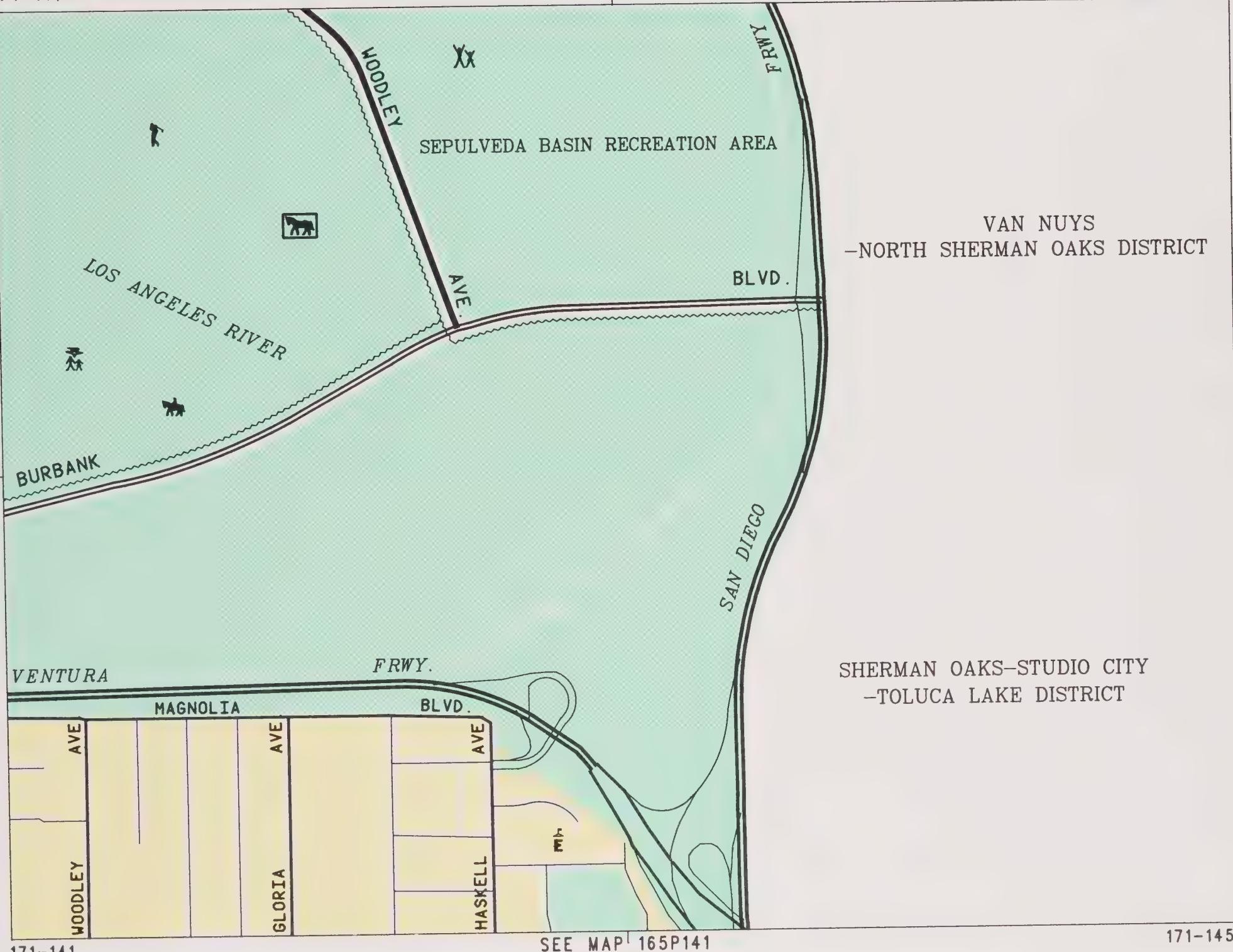
171P141

174-145

SEE MAP 177P141

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SEE MAP 171P133



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CANOCA PARK-WINNETKA-WOODLAND HILLS DISTRICT

SEE MAP 165P117

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SEE MAP 159P109

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SEE MAP 171P117

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SEE MAP 165P109

CORBIN AVE.

ROSITA AVE.

AVE.

ST.

ROSITA AVE.

ELLENITA

GREENBRIAR

DR.

VANALDEN

AVENIDA

RESEDA BLVD.

ORIENTE

165 121

SEE MAP 159P117

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SEE MAP 165P125

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SEE MAP 171P125

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SEE MAP 165P117



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SEE MAP 159P125

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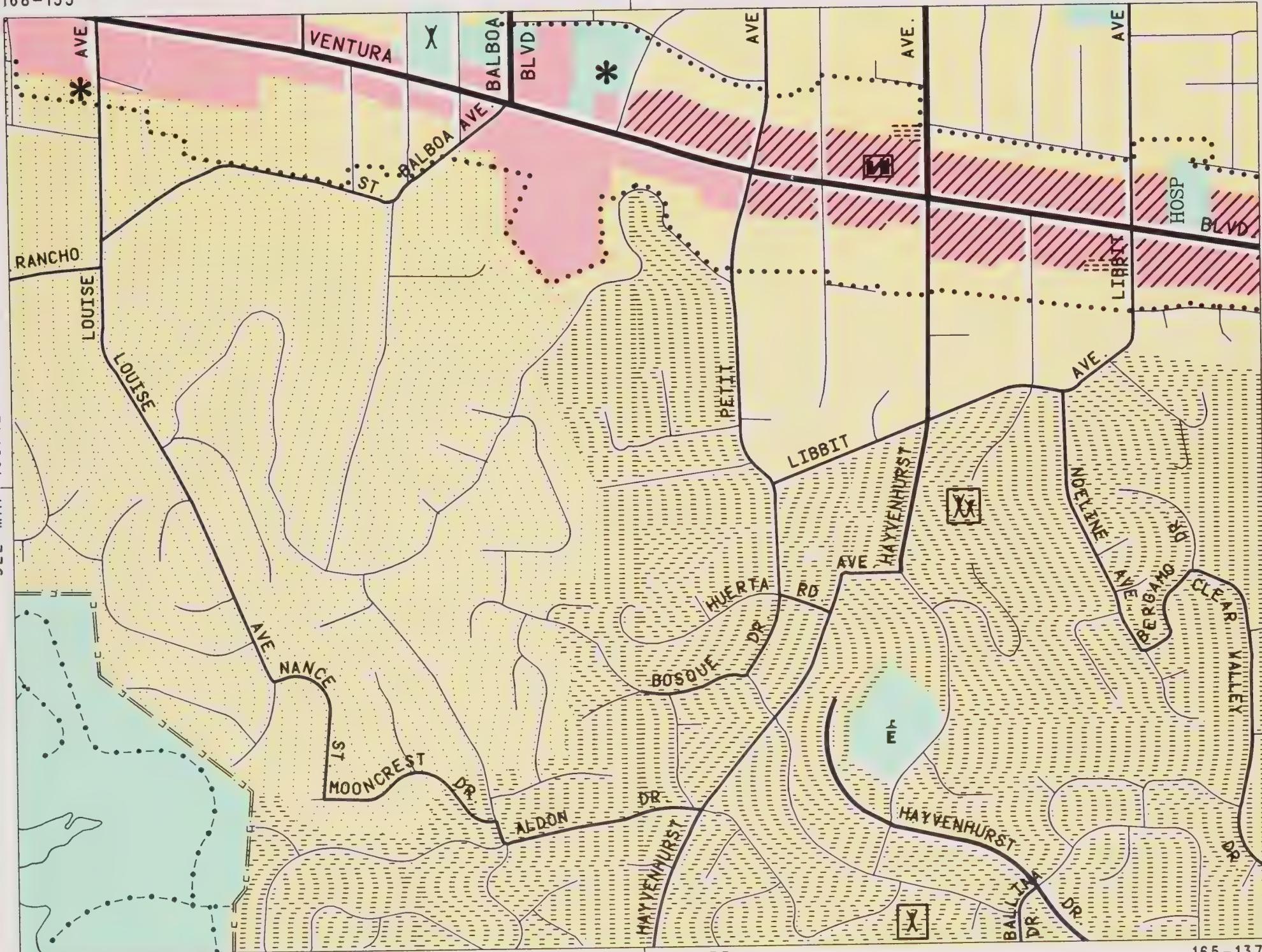
SEE MAP 165P133

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SEE MAP 171P133

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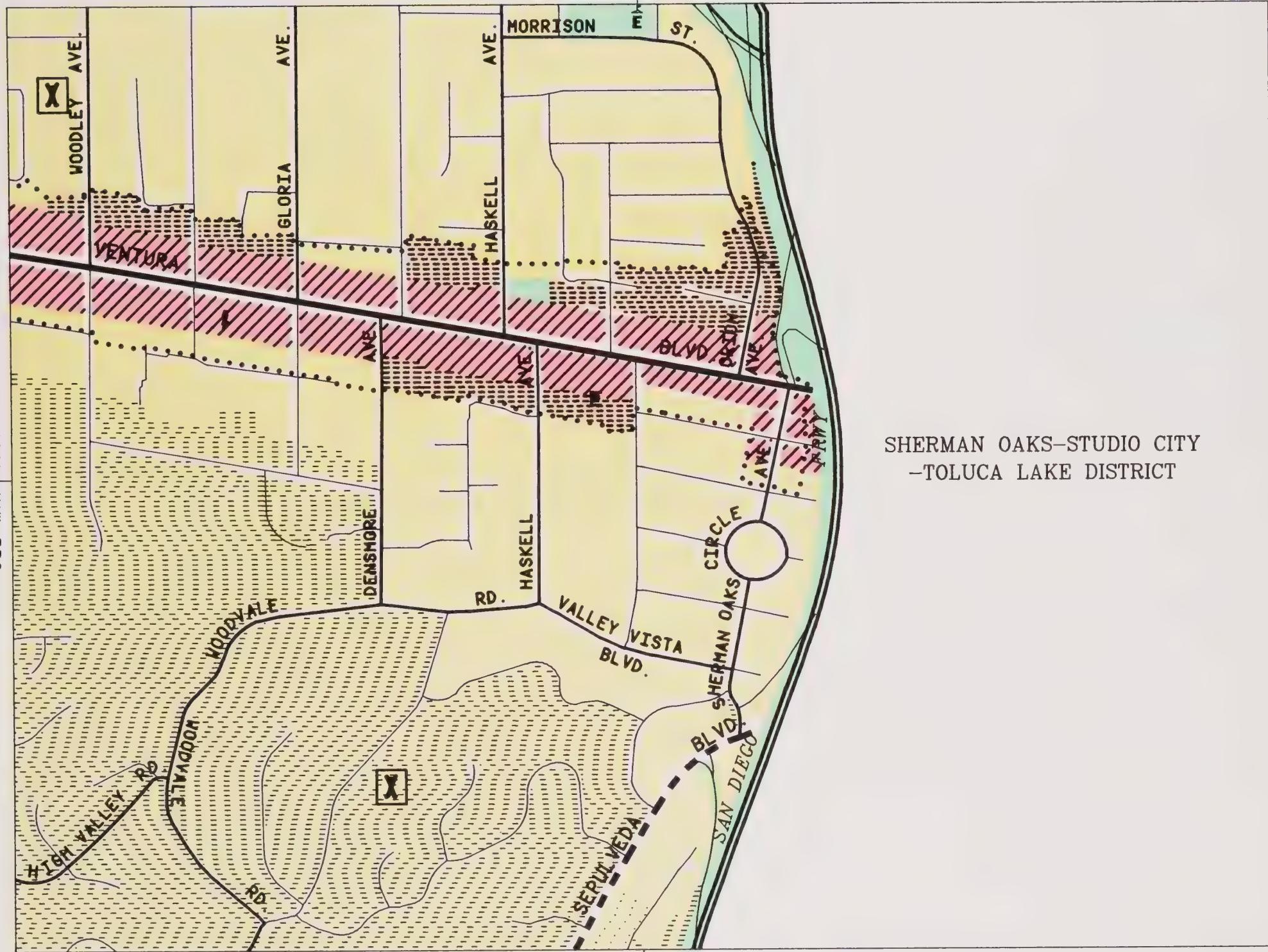
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SEE MAP 171P141



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SEE MAP 165P109

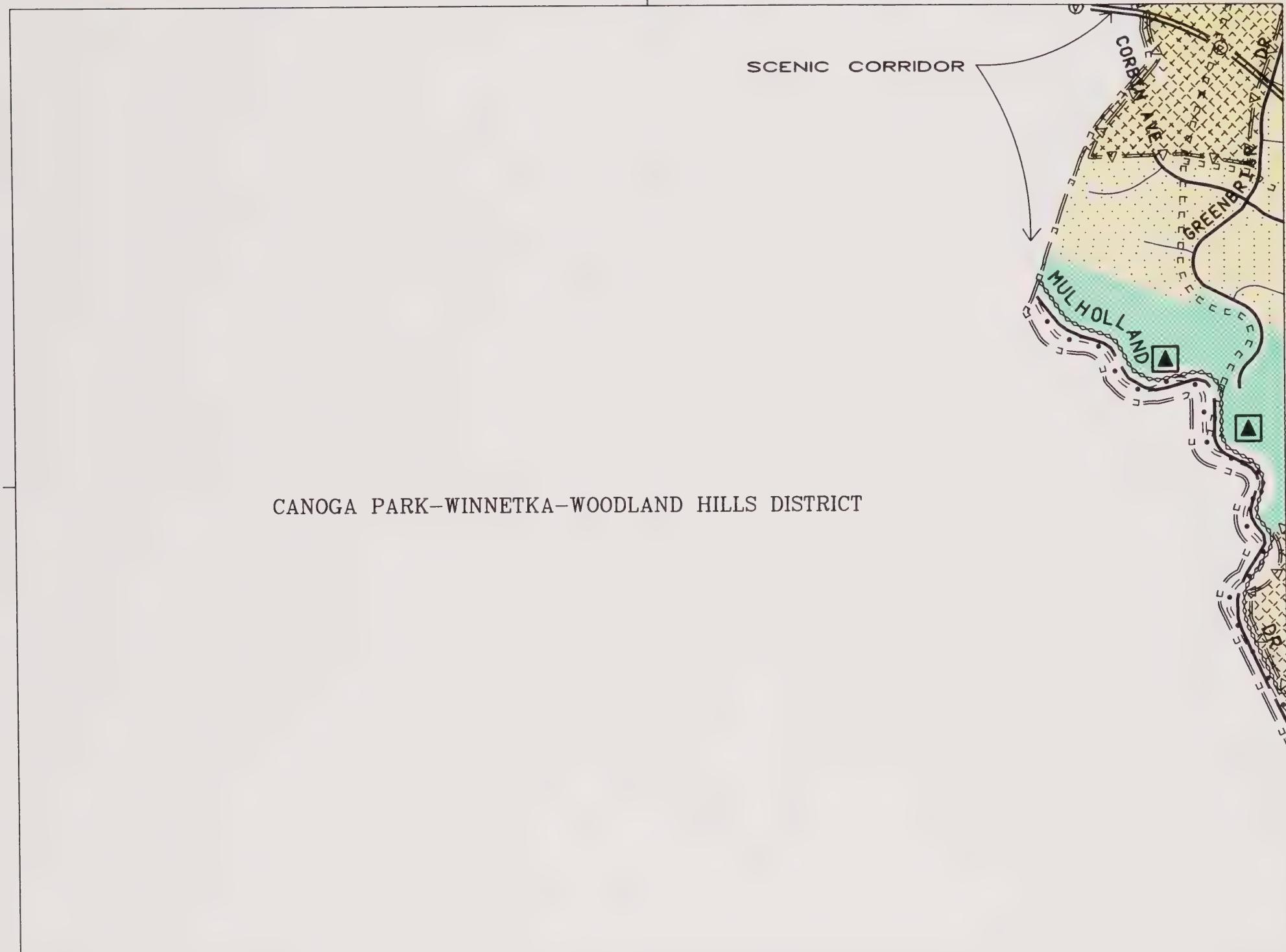
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162-113

SCENIC CORRIDOR

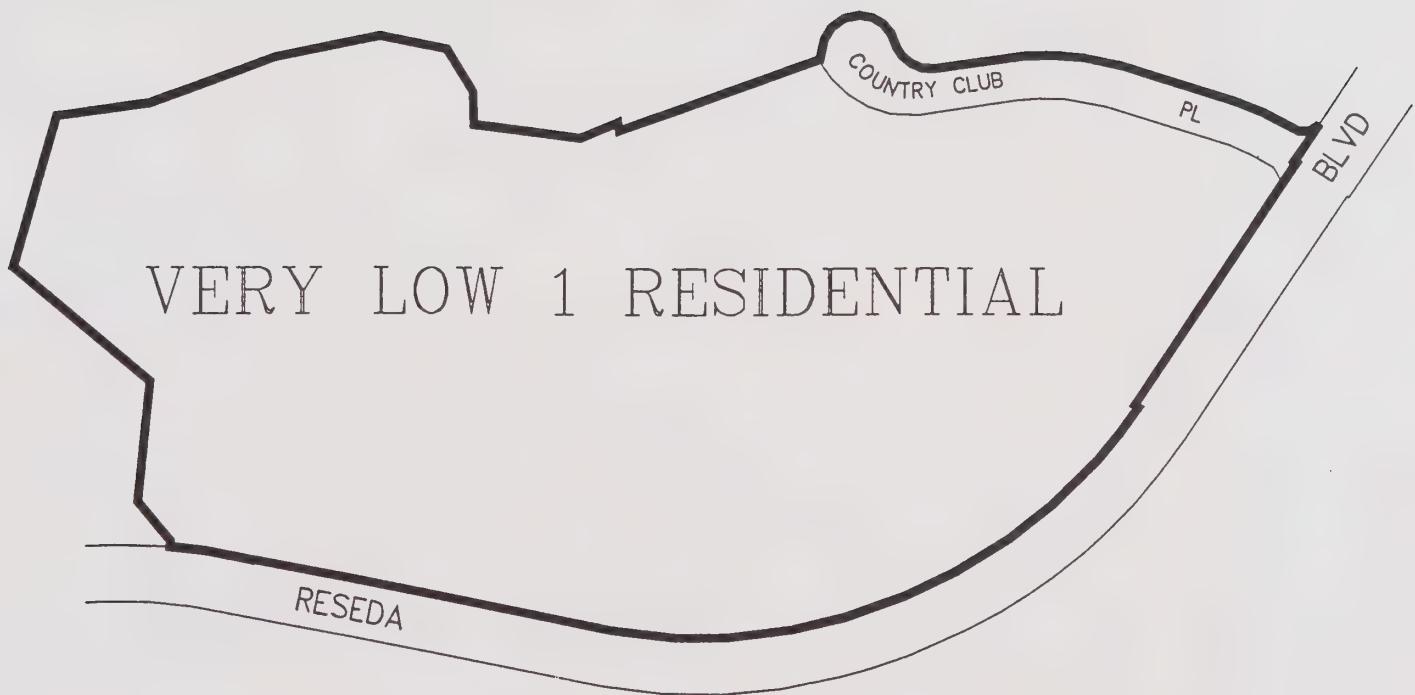
CANOCA PARK-WINNETKA-WOODLAND HILLS DISTRICT

SEE MAP 159P117



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159-113



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ENCINO-TARZANA



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SEE MAP 165P117

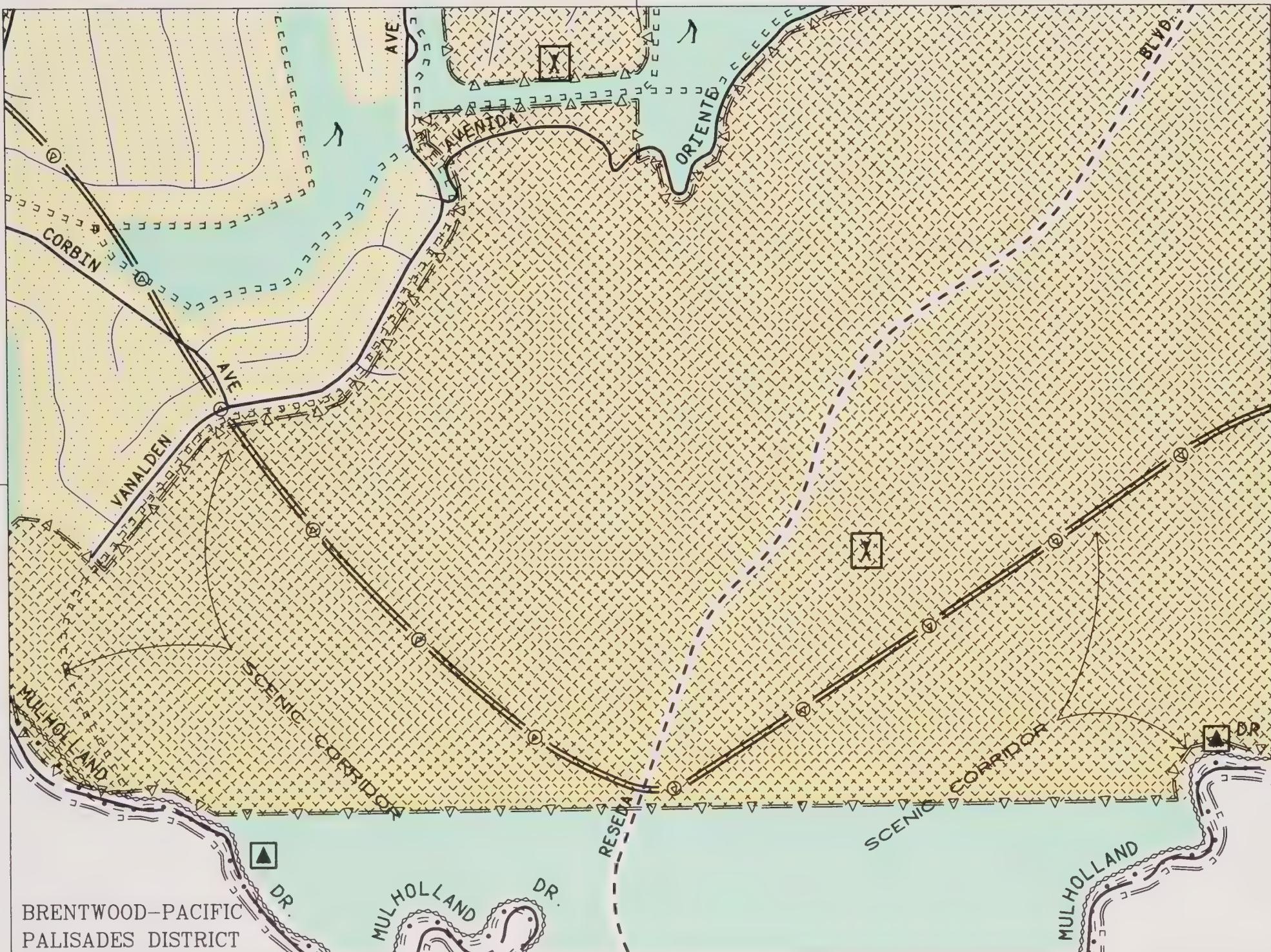
162-117

SEE MAP 159P125

SEE MAP 159P109

SEE MAP¹ 153P117

159-121

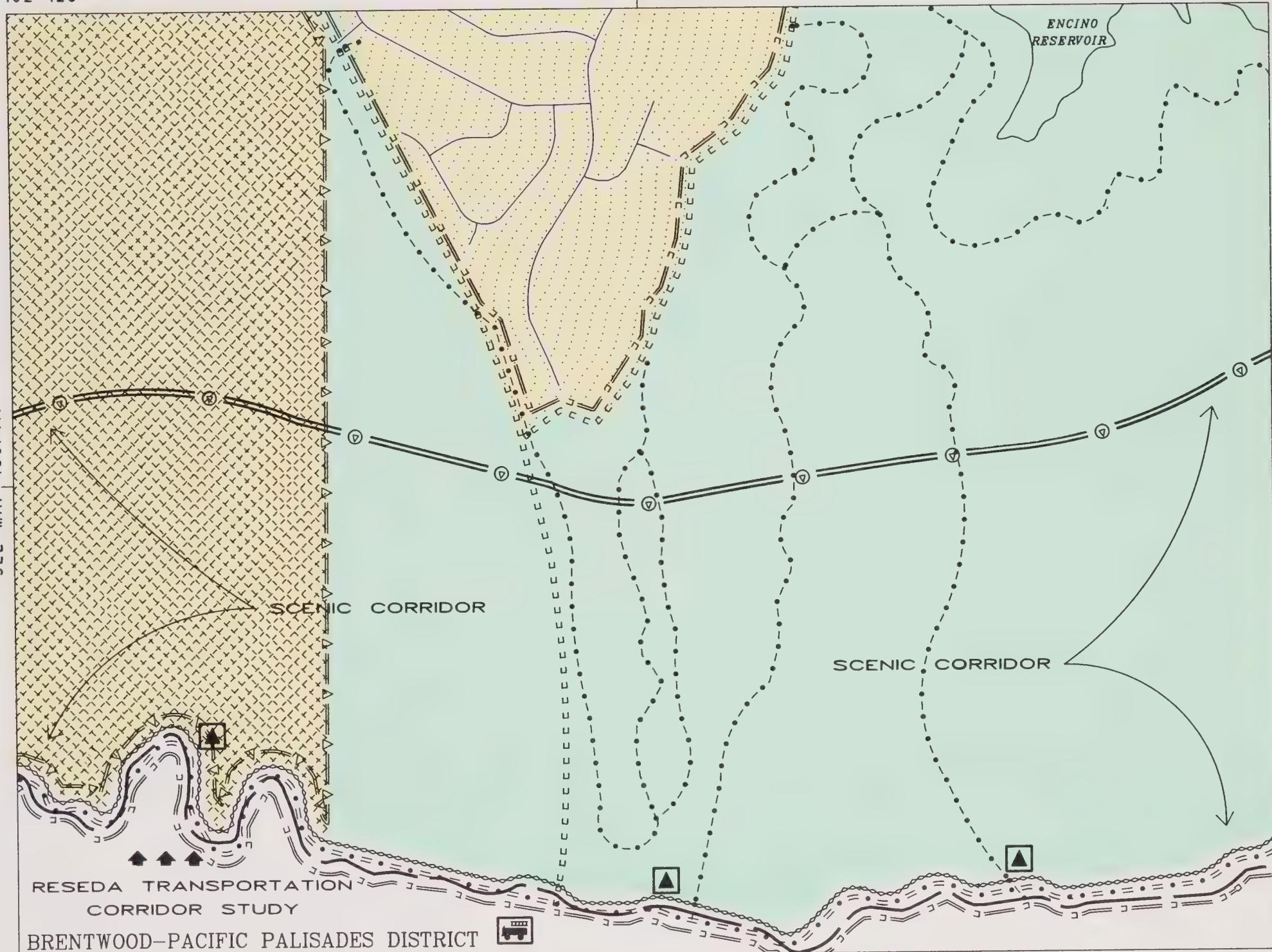


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SEE MAP 165P125

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SEE MAP 159P125

BRENTWOOD-PACIFIC PALISADES DISTRICT

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SEE MAP 165P141

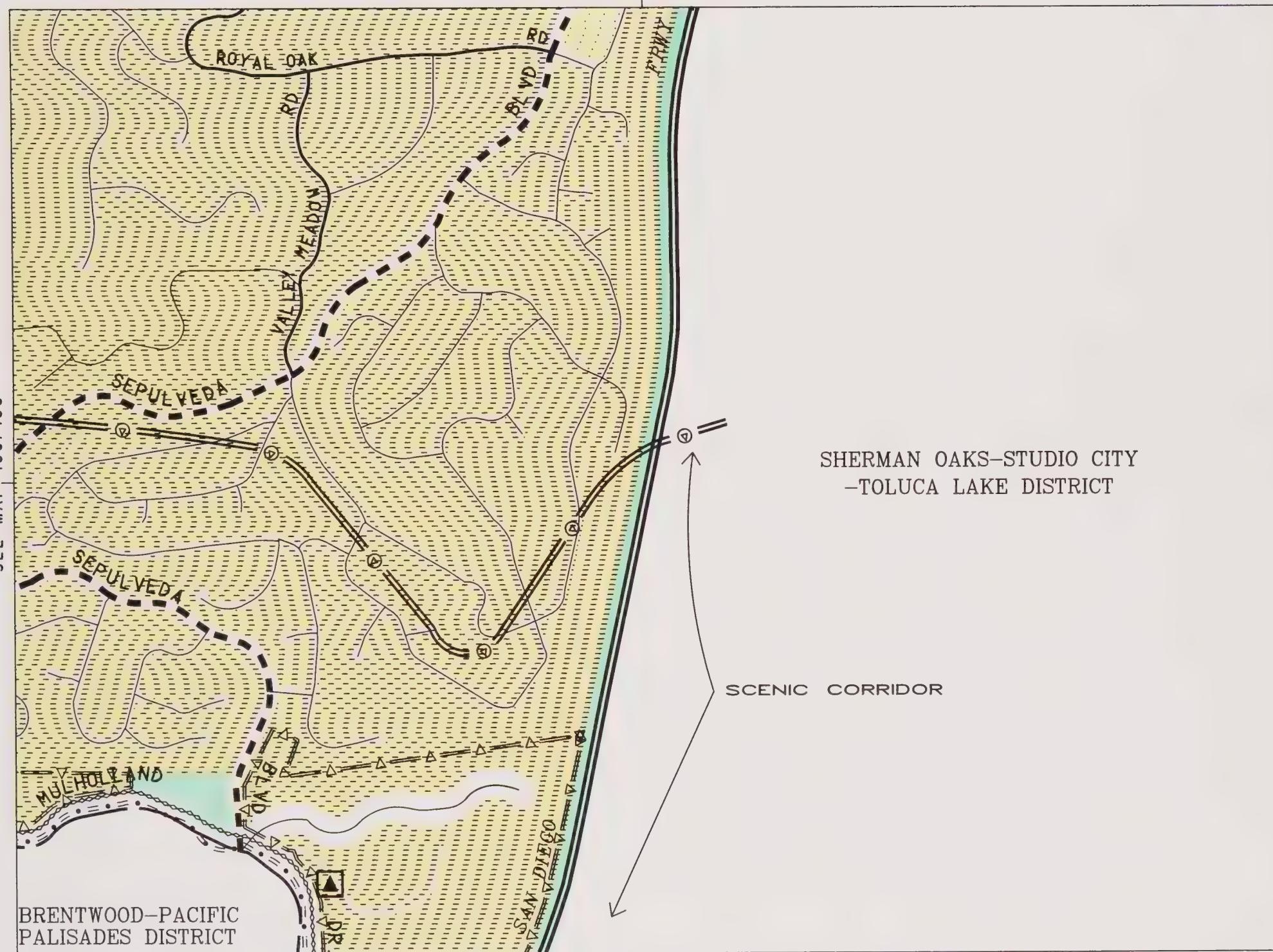
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BRENTWOOD—PACIFIC
PALISADES DISTRICT

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SEE MAP¹ 153P141

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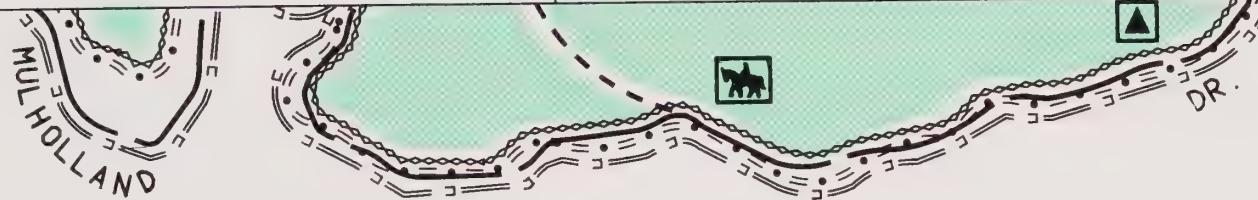
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SEE MAP 159-117



RESEDA TRANSPORTATION
CORRIDOR STUDY

BRENTWOOD-PACIFIC PALISADES DISTRICT

153-117

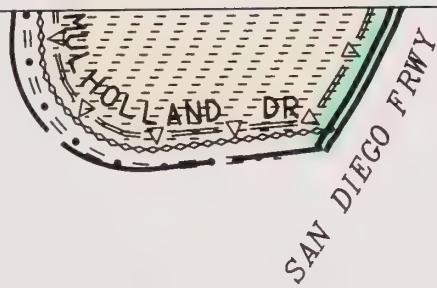
153-121

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SEE MAP 159P141

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156-145



SHERMAN OAKS-STUDIO CITY
-TOLUCA LAKE DISTRICT

BRENTWOOD-PACIFIC PALISADES DISTRICT

153-141

153-145

FOOTNOTES:

1. Gross acreage includes abutting streets.
2. Includes associated parking.
3. Open Space designations on the Plan Map conform to the definition of "Open Space Land" set forth in Article 10.5 of the State of California Government Code and to the City's Open Space Plan.
4. Desirable Open Space is land which possesses open space characteristics which should be protected and where additional development controls such as proposed in this plan and the Open Space Plan are needed to conserve such characteristics. These lands may be either publicly or privately owned. Conservation of such characteristics is needed to ensure the usefulness, safety and desirability of adjacent lands, and to maintain the overall health, safety, welfare and attractiveness of the community.
5. Area is appropriate for horsekeeping as an accessory use to residential uses on suitable size lots as indicated in the City Planning and Zoning Code. Riding should be possible along the street or on grade separated trails. Street improvements and subdivision design should be compatible with the semirural character of the neighborhood.
6. Land designated as Privately Owned Open Space are considered to be in the Minimum Density Housing category. Density transfers should be allowed in the areas designated in the Minimum Density category as long as the total number of dwelling units in any development is not increased and adequate access is available from two or more directions.
7. When the use of property designated as "open space" (e.g. recreation, environmental protection, public school site) is proposed to be discontinued, the proposed use shall be approved by the appropriate decision-makers through a procedure similar to a conditional use. The decision-makers shall find that the proposed use is consistent with the elements and objectives of the General Plan and may impose additional restrictions on the existing zoning as deemed necessary to assure that the proposed land use will be compatible with the land uses, zoning, or other restrictions of adjacent and surrounding properties, and consistent with the General Plan.
8. Boxed symbol denotes the general location of a proposed public facility. It does not designate any specific private property for acquisition. Such facility may appropriately be located within an area defined by the locational and service radius standards contained in the individual facility plans comprising the Service Systems Element of the General Plan.
9. Local Streets and Freeway interchanges are shown for reference only.
10. Height District No. 1 VL.
11. Height District No. 1 L.
12. Height District No. 1.
13. Floor Area Ratio 1:1.
14. Floor Area Ratio 1:5:1.
15. Floor Area Ratio 2:1.
16. Floor Area Ratio 3:1.
17. These highways and streets should be designed in a manner so as to least disrupt the scenic qualities of the areas they traverse. They should provide scenic and recreation facilities such as: scenic view turn-outs; bicycle, hiking and equestrian trails; access to parks, campgrounds and natural preserves. Specific standards for these roads are to be developed as part of the Circulation Element of the General Plan.
18. Hillside streets may be developed to hillside standards as dictated by terrain or environmental factors.

LAND USE

RESIDENTIAL

LOW DENSITY	CORRESPONDING ZONES	MULTIPLE FAMILY CORRESPONDING ZONES	LOW MEDIUM I	R2,RD5,RD4, RD3
	MINIMUM ⁶ A1,A2,RE40			R01.5,RD2
	VERY LOW I RE20,RA			
	VERY LOW II RE15,R11			
	LOW I R1,RS,RD6			

CIRCULATION 9.18

RECREATIONAL SITES	RECREATIONAL SITES
	Neighborhood Park
	Community Park
	Regional Park
	Golf Course - Private
	Golf Course - Public
	OTHER FACILITIES
	Community Library
	Maintenance Yard
	Power Distribution Station
	Scenic Parkway
	Local Street ⁹
	Scenic Parkway
	Scenic Parkway (Proposed)
	Railroad
	Equine Trail
	Bicycle Trail
	Hiking, Bicycle and Equestrian Trail
	Hiking Trail
	Power Receiving Station
	Cultural/Historical Site
	Scenic View Site
	Special Feature

SERVICE SYSTEM 8

RECREATIONAL SITES	RECREATIONAL SITES
	Neighborhood Park
	Community Park
	Regional Park
	Golf Course - Private
	Golf Course - Public
	OTHER FACILITIES
	Community Library
	Maintenance Yard
	Power Distribution Station
	Scenic Parkway
	Local Street ⁹
	Scenic Parkway
	Scenic Parkway (Proposed)
	Railroad
	Equine Trail
	Bicycle Trail
	Hiking, Bicycle and Equestrian Trail
	Hiking Trail
	Power Receiving Station
	Cultural/Historical Site
	Scenic View Site
	Special Feature

SPECIAL BOUNDARY

••••	Specific Plan
	Horsekeeping Area ⁵
	Desirable Open Space ⁴
	Scenic Corridor
	OPEN SPACE ⁷
	OPEN SPACE ⁷

SERVICE SYSTEM

	SCHOOL SITES
	Public Elementary School
	Public Junior High
	Private School

	Proposed ⁸
--	-----------------------

SUMMARY OF LAND USE

LAND USE

RESIDENTIAL

Density	Dwelling Units Per Gross Acre ¹	Corresponding Zones	Single Family Residential	
Minimum ⁶	.5+ to 1	A1, A2, RE40	Acres	7, 460
Very Low I	1+ to 2	RE20, RA	% of Total Area	60.0
Very Low II	3+ to 3	RE15, RE11	Dwelling Unit Capacity	20, 290
			Population Capacity	71, 900
Low I	3+ to 5	RE9	Multiple Family Residential	
Low II	5+ to 7	RS, R1, RD6	Acres	470
Low Medium I	7+ to 12	R2, RD5, RD4, RD3	% of Total Area	3.7
Low Medium II	12+ to 24	RD2, RD1.5	Dwelling Unit Capacity	13, 340
Medium	24+ to 40	R3	Population Capacity	30, 900
			Total Residential	7, 930
			Acres	63.7
			% of Total Area	
			Dwelling Unit Capacity	33, 630
			Population Capacity	102, 800

COMMERCIAL AND PARKING²

Limited ^{10,13}	CR, C1, P	Acres	12	
		% of Total Area	.1	
Highway Oriented ^{10,13}	CR, C1, C2, P	Acres	105	Total Commercial
		% of Total Area	.3	Acres
Neighborhood and Office ^{10,14}	CR, C1, C2, P	Acres	56	2.9
		% of Total Area	.5	% of Total Area
Community ^{10,11,15}	CR,C1,C4,C2,P,PB	Acres	86	
		% of Total Area	.7	
Regional ^{12,16}	C4,C2,P,PB	Acres	106	
		% of Total Area	.8	

INDUSTRIAL AND PARKING²

Commercial Manufacturing	CM, P	Acres	3	
		% of Total Area	.1	Total Industrial
Limited	M1,MR1,P	Acres	42	Acres
		% of Total Area	.3	.4

OPEN SPACE, PUBLIC/QUASI-PUBLIC³

Open Space ⁷		Total Open Space	
		Acres	4, 020
		% of Total Area	33.0
		TOTAL ACRES	12, 360
		% OF TOTAL ACRES	100.0

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Henry Higa, Cartographer

VENTURA - CAHUENGA BOULEVARD CORRIDOR SPECIFIC PLAN

TABLE OF CONTENTS

Ventura - Cahuenga Boulevard Corridor Specific Plan

1. Summary of Provisions
2. Subject Index
3. Annotated Table of Contents
4. Specific Plan Ordinance
5. Administrative Responsibilities

MULHOLLAND SCENIC PARKWAY SPECIFIC PLAN

TABLE OF CONTENTS

Mulholland Scenic Parkway Specific Plan

1. Summary of Provisions
2. Subject Index
3. Annotated Table of Contents
4. Specific Plan Ordinance
5. Administrative Responsibilities

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VENTURA/CAHUENGA BOULEVARD CORRIDOR SPECIFIC PLAN

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MULHOLLAND SCENIC PARKWAY SPECIFIC PLAN

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Jane Blumenfeld, Planning Assistant*



Part 1

MULHOLLAND SCENIC PARKWAY SPECIFIC PLAN ORDINANCE 167,943 EFFECTIVE JUNE 29, 1992

SUMMARY OF PROVISIONS

The general intent of the Mulholland Scenic Parkway Specific Plan is to promote and maintain Mulholland Drive as a scenic parkway. The Plan contains various provisions aimed at minimizing the impact of new structures, preserving the recreational and open space facilities and resources in the area, and promoting the preservation of existing native vegetation consistent with the natural environment which surrounds it.

Inner Corridor Regulations.

The inner corridor regulation apply to the area which extends 500 feet outward from the outermost boundary of the Mulholland Drive right-of-way.

Provisions for this area are contained in Section 5 of the Plan ordinance. Section 5 is subdivided into four district parts:

- Uses;
- Environmental protection measures;
- Grading; and
- Building standards.

Uses.

These uses are permitted provided they conform and are consistent with the intent of the Plan:

- One-family dwellings and related parking and accessory buildings
- Fences, gates and walls
- Driveways
- Night lighting on private property
- Landscape materials
- Core trail
- Major vista points

These discretionary uses may be permitted provided the Director approves such uses after making certain findings:

- Private recreational facilities and associated lighting
- Parks, playgrounds, equestrian facilities and game courts
- Temporary uses and structures required by special events
- Schools, churches, and accessory buildings

Environmental Protection Measures.

In order to preserve and enhance the parkway's outstanding and unique scenic features and resources, the Plan provides environmental protection measures for the following:

- Prominent ridges
- Streams
- Projects near parklands
- Oak trees
- Archeological and paleontological resources

Grading.

In order to minimize grading and preserve the natural topographic variation within the Plan area, a limited amount of grading is permitted within the inner corridor.

The amount of grading allowed is one cubic yard of earth per four square feet of lot area per lot. The Director may approve grading up to two cubic yards of earth per four square feet of lot area per lot. However, corrective grading as determined by the Department of Building and Safety is not to be included in this calculation.

Building Standards.

The allowable height of a building in the inner corridor is defined by two provisions. The first applies to lots that abut the Mulholland Drive right-of-way. These lots cannot exceed a height of 15 feet maximum. Buildings built beyond the initial 100 feet up to outer limit of the inner corridor cannot exceed a height of 30 feet for a upslope lot and 40 feet for a downslope lot.

Within this provision, other building standards apply to such items as yard requirements; fences, gates and walls; drains pipes; utilities within new subdivisions; and roofs.

Outer Corridor Regulations.

The outer corridor regulations apply to the area which lies between the inner corridor outermost boundary and one-half mile outward from the Mulholland Drive right-of-way.

Provisions for this area are contained in Section 6 of the Plan ordinance. Section 6 is subdivided into four district parts similar to Section 5:

1. Uses;
2. Environmental Protection Measures;
3. Grading; and
4. Allowable building heights.

Uses.

The uses allowed in the inner corridor are also allowed in the outer corridor provided they conform to and are

consistent with the intent of the Plan. Additionally, commercial, low-medium 1, and low-medium II uses are allowed provided they are consistent with the applicable community plan.

Discretionary uses permitted in the inner corridor are permitted in the outer corridor.

Environmental Protection Measures.

All the environmental protection measures required in the inner corridor are required in the outer corridor.

Grading.

The amount of grading allowed in the outer corridor is two cubic yards of earth per four square feet of lot area per lot. The Director may approve up to 4 cubic yards per four square feet of lot area. However, corrective grading as determined by the Department of Building and Safety is not to be included in the calculation.

Allowable Building Height.

The allowable height of building or structure visible from Mulholland Drive shall not exceed 40 feet.

Mulholland Drive and Right-of-Way Regulations.

As a means of preserving Mulholland Drive as a slow-speed, low-intensity drive, Section 7 of the Plan provides a number of regulation to maintain Mulholland Drive as a two lane, one lane in each direction, highway.

Section 7 is subdivided into five parts of which the first two, Changes and/or Improvements and Alignment and Design, are most significant:

Changes and Improvements

- No change or improvement may be made to the alignment or design of Mulholland Drive without the prior approval of the City Council.
- An exception to this is for road resurfacing and street maintenance.

Alignment and Design.

Any changes or improvements to the alignment or design of Mulholland Drive must conform to the following standards:

- Roadway and alignment - Mulholland Drive must remain at its existing alignment
- Right-of-way - the width of the right-of-way must remain as is.
- Travel lanes and shoulders - Mulholland Drive shall consist of two travel lanes, one in each direction with a maximum width of 15 feet per lane. The shoulder shall

be five feet wide.

- Turn lanes - prior approval for a turn lane is required and shall be a maximum of 12 feet wide.

- Speed limit - two the extent permitted by law, the posted speed limit shall prohibit speeds in excess of 25 miles per hour.

- Sidewalks, curbs and berms - no sidewalks or curbs shall be permitted. Berms are allowed for drainage control.

- Median strip - no median strip is allowed.

- Signs - signs indicating the location of the core trail crossings and the major Vista Points are allowed only.

- Plant material - existing fire resistant, native-type plants and trees shall be preserved.

- Existing slopes - no grading of existing slopes is allowed if they are stable.

- Rock formation and outcropping - all natural rock formations and outcroppings shall be preserved on site.

Core Trail.

Section 8 allows for the creation of a core trail to be utilized by hikers, joggers and equestrians. The location and design of the core trail shall be approved by the City Council.

Major Vista Points.

Section 9 designates 14 major vista points, 4 of which currently exist. Development of the remaining locations to be approved by the City Council.

Landscaping.

The Plans landscaping standards are intended to preserve the area's existing native plants and to promote the replanting of graded slopes. The standards are:

- Graded slopes must be landform graded and landform planted. Landscaping must be installed within 6 months of the completion of grading.
- Plant material in the inner corridor shall not obstruct the view from Mulholland Drive.
- Landscaping shall consist of native-type fire resistant plant materials.
- Oak trees shall not be removed.
- Native trees must be replaced with the same type of tree on a 2 to 1 ratio.

- A landscape plan must be submitted to the Design Review Board for review and approval.

Design Review Process.

The Mulholland Scenic Parkway Specific Plan establishes a Design Review Board.

At least three members of the Board must be residents of the Mulholland area or its immediate environs and three members must be from professions involved in construction or design.

The primary responsibility of the Board is to ensure that the dictates of the Mulholland Scenic Parkway Specific Plan are strictly followed. The Board makes recommendations to the Director of Planning regarding the design of all projects, including site layout, facade design, materials, landscaping, building bulk, height and other design features.

The Mulholland Scenic Parkway Specific Plan outlines the following procedures for the Design Review Board:

1. Prior to the submission of working drawings to the Department of Building and Safety, the Board reviews preliminary site plans for consideration and approval.
2. The Board has ten days subsequent to receipt of plans to submit a recommendation to the Director of Planning.

The recommendation, submitted to the Director of Planning in writing, must consider compliance with the relevant criteria indicated in Mulholland Scenic Parkway Specific Plan.

3. In the event the Planning Director's decision differs substantially from that of the Board, the Director must indicate why it differs, as a part of his findings. The Board or any other aggrieved party, has the right to appeal his decision to the City Planning Commission and ultimately to the City Council.

Part 2

MULHOLLAND SCENIC PARKWAY SPECIFIC PLAN
ORDINANCE 167,943
EFFECTIVE JUNE 29, 1992

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MULHOLLAND SCENIC PARKWAY SPECIFIC PLAN
ORDINANCE 167,943
EFFECTIVE JUNE 29, 1992

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			- Prominent Ridge	Grading of prominent ridge not permitted Construction of top of prominent ridge Ridge not permitted	5B1
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- Discretionary	Private residential facilities, Parks Playgrounds Nature centers Equestrian facilities Game courts (tennis Courts on a lot w/15,000 or more) Temporary uses and structures required by special events Schools and churches within institutional use corridor Open parking in front yards adjacent to Mulholland Drive Public recreation and environmental education projects	5A2b	- Streams	No construction within 100 feet of either stream bank No more than 100 cubic yards of shall be moved within 100 feet of either stream bank	5B2
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- Utility Related Structures	Power transmission lines Power distribution stations Telecommunications facilities Pumping station Water tanks Water reservoirs Water and gas lines	5A5	- Oak Trees	No oak trees shall be removed, cut down or moved	5B4
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<u>PROVISION</u>	<u>HIGHLIGHTS</u>	<u>SECTION</u>	<u>PROVISION</u>	<u>HIGHLIGHTS</u>	<u>SECTION</u>
- Limitations	2 cubic yards per 4 square feet of area with prior approval		Roofs	Surface must be non-glare material and no equipment placed on top except for solar energy devices	5D7
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	Up slope lot which is located within the first 100 feet from the Mulholland Drive right-of-way is 15 feet maximum			Right-of-way width to remain currently at 100 feet and 200 feet	
	Upslope lot located more than 100 feet from the Mulholland Drive right-of-way is 30 feet maximum			Mulholland Drive shall consist of two travel lanes	
	Downslope lot located within 500 feet from Mulholland Drive right-of-way, 40 feet maximum			Maximum width - 15 feet per lane shoulder width - 5 feet wide	
Yard Requirements -	For lots abutting Mulholland Drive right-of-way and are 100 feet in depth:	5D3		Turn lane prohibited without prior approval. Maximum width - 12 feet wide	
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- Side	10% of the width of the lot, maximum not exceed 20 feet			Signs per Department of Transportation	
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				Median Strips	7B7
				No grading of existing stable slopes adjoining the road-way	7B10
				No grading of rock formations and outcroppings	7B11
Drain Pipes	Exposed drain pipes must be of black or earth tone brown	5D5	Core Trail	No driveway may intersect Mulholland Drive without prior approval Gravel and similar loose materials	7C1
Utilities	In connection with new subdivision must be placed underground	5D7		Approved by City Council within right-of-way of Mulholland Drive Two parallel pathways separated for equestrian use and hikers and joggers	8A

<u>PROVISION</u>	<u>HIGHLIGHTS</u>	<u>SECTION</u>
Major Vista Points	Approved by City Council 14 Vista Points designated	9A
Landscaping	Graded slopes shall be landform graded or landform planted Installed within 6 months of completion of grading Native-type fire resistant plant material Native trees and oak trees removed replaced 2 for 1 with 36 inch box	10A 10A1 10A3 10A5
- Prohibited	See list of prohibited plant material	10B
Design Review	All projects requiring use of land, building permit, grading permit, revocable permit to encroach or 13 - permit	11A
- Exemption	Applicant restoring a structure per Sec. 12.23.A.4 project consists of remodeling or repair and conform to plan provision	11K



Part 4

**MULHOLLAND SCENIC PARKWAY
SPECIFIC PLAN
ORDINANCE NO. 167,943
ADOPTED MAY 13, 1992**

An ordinance establishing a specific plan for the Mulholland Scenic Parkway.

WHEREAS, Mulholland Drive, opened in 1924, makes available to all people spectacular mountain, ocean and city views, and scenic and recreational opportunities from the Hollywood Freeway to the westerly Los Angeles City-County boundary line; and

WHEREAS, these amenities and resources are valuable to the city as a whole, and should be protected and enhanced by means of land use and design controls tailored to the physical character of the Mulholland Scenic Parkway and Santa Monica Mountains; and

WHEREAS, these scenic and recreational resources form a portion of the Santa Monica Mountains National Recreation Area, unique to a major urban area, recognized by Federal, State and local plans and programs; and

WHEREAS, the Santa Monica Mountains Comprehensive Plan, approved by the United States Secretary of the Interior, calls for coordinated development within the Mulholland Scenic Parkway to ensure consistency with the objectives of said plan; and

WHEREAS, the Scenic Highways Plan, a part of the Circulation Element of Los Angeles City's General Plan, designates the Mulholland Scenic Parkway as a scenic highway and mandates that scenic corridor specific plans be prepared for each designated scenic highway consisting of corridor boundaries and specific controls for the protection and enhancement of scenic resources, individually tailored to the unique character of each designated scenic highway; and

WHEREAS, the City's other adopted General Plan elements, including the Open Space Plan and portions of the Bel Air-Beverly Crest District Plan, the Brentwood-Pacific Palisades District Plan, the Encino-Tarzana District Plan, and the Sherman Oaks-Studio City-Toluca Lake District Plan also call for a specific plan and/or other plans and ordinances to assure protection of Mulholland Drive as a scenic corridor; and

WHEREAS, sensitive development assured by a specific plan which integrates the transportation, land use and recreation aspects of the scenic parkway will create a low-intensity, low-volume, slow-speed, parkway-type setting; and

WHEREAS, such specific plan implements the spirit and intent of the recommendations and guidelines contained in the Report of the Citizens Advisory Committee on the Mulholland Scenic Parkway adopted by the City Council on March 26, 1973; and

WHEREAS, on March 26, 1973, the City Council directed the Director of Planning to conduct the necessary studies and to prepare an ordinance to implement and accomplish the preservation of the Mulholland Scenic Parkway; **NOW** **THEREFORE**,

**THE PEOPLE OF THE CITY OF LOS ANGELES
DO ORDAIN AS FOLLOWS:**

Section 1. ESTABLISHMENT OF MULHOLLAND SCENIC PARKWAY SPECIFIC PLAN.

The Mulholland Scenic Parkway Specific Plan is hereby established and is applicable to that area of the City of Los Angeles shown within the thick solid black line delineating the inner corridor, and between the thick solid black line and the dashed black line delineating the outer corridor on the maps designated 1A through 6A.

Sec. 2. PURPOSES.

The purposes of this Specific Plan are as follows:

- A. To assure maximum preservation and enhancement of the parkway's outstanding and unique scenic features and resources.
- B. To preserve Mulholland Drive as a slow-speed, low-intensity drive.
- C. To preserve and enhance land having exceptional recreational and/or educational value.
- D. To assure that land uses are compatible with the parkway environment.
- E. To assure that the design and placement of buildings and other improvements preserve, complement and/or enhance views from Mulholland Drive.
- F. To preserve the existing residential character of areas along and adjoining the right-of-way.
- G. To minimize grading and assure that graded slopes have a natural appearance compatible with the characteristics of the Santa Monica Mountains.
- H. To preserve the natural topographic variation within the Inner and Outer Corridors.
- I. To reduce the visual intrusion caused by excessive lighting.
- J. To minimize driveway and private street access into the right-of-way.
- K. To preserve the existing ecological balance.
- L. To protect prominent ridges, streams, and environmentally sensitive areas; and the aquatic, biologic, geologic, and topographic features therein.

M. To protect all identified archaeological and paleontological resources.

O. To provide a review process of all projects which are visible from Mulholland Drive to assure their conformance to the purposes and development standards contained in the Specific Plan and the Landform Grading Manual.

Sec. 3. SPECIFIC PLAN APPLICATION.

A. The regulations of this Specific Plan are in addition to those set forth in the planning and zoning provisions of Chapter I of the Los Angeles Municipal Code (Code) and any other relevant ordinance and do not convey any rights not otherwise contained therein, except as specifically provided for herein.

B. Whenever this Specific Plan contains provisions which require greater yard requirements, lower heights, more restrictive uses, more restrictive grading provisions, or other greater restrictions or limitations on development; or less restrictive provisions regarding open parking in front yards, than would be allowed pursuant to the provisions contained in Chapter 1 of the Code, the Specific Plan shall prevail and supersede the applicable provisions of that Code.

C. The procedures for the granting of exceptions to the requirements of this Specific Plan are set forth in Section 11.5.7 D of the Code. In approving an exemption to this Specific Plan pursuant to Section 11.5.7 D, the City Planning Commission may simultaneously approve any conditional use under its jurisdiction. Only one fee shall be required for joint applications.

D. The provisions of this Specific Plan shall not apply to any project where one or more of the following discretionary approvals initiated by application of the property owners or their representatives, and subject of a public hearing, was granted on or before the effective date of this Specific Plan and is still valid at the time an application for a building permit is filed: zone change, height district change, specific plan exception, conditional use, variance, tract map, parcel map, project permit pursuant to an interim control ordinance, coastal development permit or zoning administrator approval pursuant to Section 12.27 of the Code.

E. Corrective grading as determined by the Department of Building and Safety shall be exempt from the provisions of this Specific Plan.

Sec. 4. DEFINITIONS.

Whenever the following terms are used in this Specific Plan, they shall be construed as defined in this Section. Words and phrases not defined herein shall be construed as defined in Sections 12.03 and 91.0401 of the Code, if defined therein.

Alignment: Location of the paved surface of Mulholland Drive shown on "Plan and Profile" or "Plan" documents, on file in the City Engineer's vault, as having been built prior to the effective date of this Specific Plan.

Bikeway: The shoulders of Mulholland Drive designated for use by bicyclists.

Board: The Mulholland Scenic Parkway Design Review Board.

Core Trail: A continuous trail within the right-of-way, designated on maps 1B through 6B, and designed for use by hikers, joggers and equestrians.

Director: The Director of the City Planning Department or his or her authorized representative.

Downslope Lot: Land which lies at an elevation less than the elevation of Mulholland Drive along the right-of-way.

Inner Corridor: The Mulholland Scenic Parkway right-of-way plus the additional area which extends 500 feet outwards from the outermost boundaries of the right-of-way, as designated on maps 1A through 6A by a thick solid black line and labeled MPI.

Institutional Use: Schools, churches and accessory buildings thereto.

Institutional Use Corridor: An area parallel to and 500 feet northerly and 500 feet southerly of the Mulholland Drive right-of-way, designated on maps 3A and 4A with a dashed black line and labeled as MPIII, beginning on the west at the intersection of Mulholland Drive and the Centerline of Corda Drive and terminating on the east at the west line of the San Diego Freeway. Also, an area parallel to and 500 feet southerly of Mulholland Drive right-of-way beginning on the west at the east line of the San Diego Freeway and terminating on the east at a line that is parallel to and 400 feet westerly of the centerline of Roscomare Road.

Landform Grading Manual: A document, adopted by the City Council in June of 1983, and any amendments thereto, for the purpose of improving the aesthetic quality of hillside development projects through site planning techniques and landform grading, when safety conditions permit.

Major Vista Point: An area in the Mulholland Drive right-of-way, designated on maps 1A through 6B, which has exceptional mountain, ocean and/or city views and is set aside for public use.

Outer Corridor: That area which lies between the Inner Corridor's outermost boundary and one-half mile outward from the right-of-way, as designated on maps 1A through 6A by a dashed black line and labeled MPII.

Project: The construction of any building or structure, or the addition to, alteration, conversion, or change of use of any land, building or structure on a lot located in whole or in part within the Specific Plan Area; or any construction, alteration, conversion, or change of use of any building, structure or land in the right-of-way. For purposes of this Specific Plan, the term project shall not include interior remodeling.

Prominent Ridge: A mountain ridge which is visible from Mulholland Drive and is designated on maps 1B through 6B.

Scenic Parkway: That area designated on maps 1A through 6A and which includes the right-of-way, inner Corridor (MPI), outer corridor (MPII) and the institutional use corridor (MPIII).

Stream: A stream designated on the Mulholland Topographic/Lot-line maps on file with the Department of City Planning, which may include a water course having a surface or subsurface flow that supports or has supported riparian vegetation.

Upslope Lot: Land which lies at an elevation greater than the elevation of Mulholland Drive along the right-of-way.

View: A scenic pictorial sight of a mountain, ocean and/or city landscape.

Viewshed: A visual field within the inner corridor, with a seven degree angle determined by the line of sight at four feet above the edge of Mulholland Drive as depicted in Figure A.

Visible Project: A project on a lot which can be seen with normal 20-20 vision from a location on Mulholland Drive anywhere within the lot's visibility arc.

Visibility Arc: The area of a circle that intersects Mulholland Drive which has a radius of three-quarters of a mile and its center located at the midpoint of the project lot(s).

Sec. 5. INNER CORRIDOR REGULATIONS.

A. Uses.

All projects visible from Mulholland Drive and located within the inner corridor shall conform to the following regulations:

1. Permitted Uses. The following uses shall be permitted subject to the following limitations:

- a. One-family dwellings and related parking and accessory buildings, provided they conform to the requirements of Subsection D of this Section;
- b. Fences, gates, and walls, provided they conform to the requirements of Subsection D 4 of this Section;
- c. Driveways, provided they conform to the requirements of Section 7 C of this Specific Plan;
- d. Night lighting on private property, provided it is low-height, low-illumination safety lighting of a color similar to incandescent light which is shielded and directed onto the property;
- e. Landscape materials and associated irrigation equipment, provided they conform to the requirements of Section 10 of this Specific Plan;
- f. A core trail, provided the design and location conforms to the requirements of Section 8 of this Specific Plan;
- g. Major vista points, provided they conform to the requirements of Section 9 of this Specific Plan.

2. Discretionary Uses. The uses listed in paragraph b, below, may be permitted, provided the Director pursuant to Section 11 approves said uses after making the following findings:

- a. **Findings.**
 - i. The use does not destroy or obstruct a scenic feature or resource, or view from Mulholland Drive.
 - ii. The use preserves the residential character along the right-of-way.
 - iii. The use is compatible with the scenic parkway environment.
 - iv. The use preserves and/or enhances land having exceptional recreational and/or educational value.
 - v. Any grading is minimized.
 - vi. Any graded slopes have a natural appearance compatible with the characteristics of the Santa Monica Mountains.
 - vii. The use preserves the natural topography, prevents erosion and protects native vegetation.
 - viii. The use preserves the ecological balance.
 - ix. The use protects the prominent ridges, streams and environmentally sensitive areas, and the aquatic, biologic and topographic features therein.
 - x. The use protects identified archaeological and paleontological sites.
 - xi. The use minimizes driveway and private street access into the right-of-way.
 - xii. The use minimizes the visual intrusion of lighting into the right-of-way.

In approving a discretionary use pursuant to Section 11, the Director may impose conditions to protect the public interest, to assure a project is compatible with adjacent uses, and to secure an appropriate project in harmony with the objectives of this Specific Plan.

b. Uses.

- i. Notwithstanding the provisions of Los Angeles Municipal Code Section 12.27 I to the contrary: Private recreational facilities and associated lighting including, but not limited to the following: parks, playgrounds, nature centers, equestrian facilities and game courts, except that a tennis court may only be allowed if located on a lot with an area of 15,000 square feet or more.
- ii. Temporary uses and structures required by special events held within the Specific Plan area.
- iii. Schools, churches and accessory buildings thereto, provided they are located within the institutional use corridor.
- iv. Open parking in front yards adjacent to Mulholland Drive right-of-way.
- v. Public recreation and environmental education projects may be located on publicly-owned land that is designated as open space by the respective community plan and/or the Open Space Element of the General Plan.

3. Exempted Uses. Buildings, structures, fences, gates, walls, recreation facilities and landscaping which are legally existing on or before the effective date of this Specific Plan are exempt from the regulations of this Specific Plan.

4. Prohibited Uses.

- a. A tennis court on a lot with an area of less than 15,000 square feet.
- b. Sanitary landfills.

5. Utility Related Structures. After receipt of the recommendations of the Board and the Director, the City Planning Commission shall make recommendations on the construction of utility related structures, such as power transmission lines, power distribution stations, telecommunication facilities, pumping stations, water tanks, water reservoirs, and water and gas lines. Such recommendations shall be based on the findings set forth in subdivision 2 and based on whether feasible alternate locations do not exist outside the inner corridor and whether the

facilities are designed, constructed and colored to minimize their visual intrusion on the parkway.

B. Environmental Protection Measures.

1. Prominent Ridges.

a. Grading on Prominent Ridges.

Notwithstanding Subsection C below, prominent ridges shall not be graded, altered or removed without the prior written approval of the Director pursuant to Section 11. The Director may approve up to 1,000 cubic yards of grading of a prominent ridge after making the following findings:

- i. The graded slopes have a natural appearance compatible with the characteristics of the Santa Monica Mountains.
- ii. The grading is compatible with the natural topography.
- iii. The Department of Building and Safety has determined that grading will minimize erosion.
- iv. The grading is necessary to allow the owner reasonable use of the lot.
- v. The grading will allow for a project more compatible with the purposes of the Specific Plan.

b. Construction. Buildings and structures visible from Mulholland Drive shall not be constructed on the top of a prominent ridge. Buildings and structures visible from Mulholland Drive shall not be constructed within 50 vertical feet of the top of a prominent ridge without the prior written approval of the Director pursuant to Section 11. The Director may approve construction of a building and/or structure within 50 vertical feet of the top of a prominent ridge, but not exceeding the top after making the following findings:

- i. The placement of the building and/or structure not destroy or obstruct a scenic feature or resource.
- ii. The placement of the building and/or structure complements the view from Mulholland Drive.
- iii. The placement of the building and/or structure minimizes driveway and/or private street access into the right-of-way.
- iv. The placement of the building and/or structure will allow for a project more

compatible with the purposes of the Specific Plan.

2. Streams. No project shall be constructed and no more than 100 cubic yards of earth shall be moved within 100 feet of either stream bank without the prior written approval of the Director pursuant to Section 11. In granting an approval, the Director shall make the following findings:

- a. The applicant has employed a biologist to prepare a report which contains the following: the location(s) of the stream's banks, an assessment of the riparian resources, an evaluation of the project's impact on the riparian resources and a recommendation of feasible mitigation measures.
- b. The applicant has submitted to the Director for his approval, a copy of the biologist's report and a covenant and agreement which runs with the land and which states that the mitigation measures recommended by the biologist and approved by the Director will be incorporated in the project and maintained. The covenant and agreement shall be recorded by the applicant.
- c. The project preserves the natural vegetation and the existing ecological balance.
- d. The project protects prominent ridges, streams, and environmentally sensitive areas and the aquatic, biologic geologic and topographic features therein.
- e. The project will not damage the integrity of a stream.

3. Projects Near Parklands. No project shall be erected and no earth shall be graded within 200 feet of the boundaries of any public parkland without the prior written approval of the Director pursuant to Section 11. The Director may approve the construction of a project or grading within 200 feet of public parkland after making the following findings:

- a. The project preserves the residential character along the right-of-way.
- b. The project will minimize erosion.
- c. The project preserves the natural vegetation and the existing ecological balance.
- d. The project protects identified archaeological and paleontological sites.
- e. The project minimizes driveway access into the right-of-way.

4. Oak Trees. No oak tree (*quercus agrifolia*, *lobata*, *q. virginiana*) shall be removed, cut down or moved

without the prior written approval of the Director. The Director may approve the removal, cutting down or moving of an oak tree after making the following findings:

- a. The removal, cutting down or moving of an oak tree will not result in an undesirable, irreversible soil erosion through diversion or increased flow of surface waters.
- b. The oak tree is not located with reference to other trees or monuments in such a way as to acquire a distinctive significance at said location.

5. Archaeological and Paleontological Resources.

Applicants which propose to grade more than 50 cubic yards per 5,000 square feet of lot area shall submit to the Director a preliminary archaeological and paleontological record search from the State Regional Archaeological Information Center (UCLA). If this search reveals that archaeological and paleontological resources may be located on the lot, the applicant shall file an environmental assessment with the Planning Department.

C. Grading.

1. No grading in excess of one cubic yard of earth per four square feet of lot area per lot visible from Mulholland Drive shall be permitted without the prior written approval of the Director pursuant to Section 11. However, corrective grading as determined by the Department of Building and Safety is not to be included in this calculation. The Director may approve grading up to two cubic yards of earth per four square feet of lot area per lot after making the following findings:

- a. The Department of Building and Safety or the Bureau of Engineering has determined that such grading is required to provide access driveways, pedestrian accessways, drainage facilities, slope easements, and/or dwelling foundations.
- b. All grading conforms to the standards set forth in the Landform Grading Manual, unless the Department of Building and Safety has determined that landform grading will conflict with the provisions of Divisions 29 and 70 of Article 1 of Chapter IX of the Code.
- c. The graded slopes have a natural appearance compatible with the characteristics of the Santa Monica Mountains.
- d. The Department of Building and Safety has determined that grading will minimize erosion.

2. All graded slopes shall comply with the provisions in Section 10 of this Specific Plan.

D. Building Standards.

1. Viewshed Protection. No building or structure visible from Mulholland Drive on an upslope or downslope lot shall penetrate the viewshed without the prior written approval of the Director pursuant to Section 11. For purposes of this Subsection, the measurement of height shall be as defined in Section 12.03 of the Code and shall be measured from existing natural or finished grade, whichever is lower. The Director may approve a project's penetration into the viewshed after making the following findings:

- a. The Department of Building and Safety has determined that the height of the project does not exceed the height limit in lowed in paragraphs a, b or c of subdivision 2.
- b. The project is designed to complement the view from Mulholland Drive.

2. Allowable Building Heights.

a. On an upslope lot, the height of any building or structure which is visible from Mulholland Drive and which is located within the first 100 feet from the Mulholland Drive right-of-way, shall not exceed 15 feet as indicated on Figure A. When the elevation of the highest adjoining sidewalk or ground surface within a five foot horizontal distance of the exterior wall of a building exceeds grade by more than 20 feet, a building or structure may exceed the height in number of feet prescribed in this paragraph by not more than 12 feet. However, no such additional height shall cause any portion of the building to exceed a height of 15 feet, as measured from the highest point of the roof structure or parapet wall to the elevation of the ground surface which is vertically below said point of measurement.

b. On an upslope lot, the height of any building or structure which is visible from Mulholland Drive and which is located more than 100 hundred feet up to five hundred feet from the Mulholland Drive right-of-way, shall not exceed 30 feet as indicated on Figure A. When the elevation of the highest adjoining sidewalk or ground surface within a five foot horizontal distance of the exterior wall of a building exceeds grade by more than 20 feet, a building or structure may exceed the height in number of feet prescribed in this paragraph by not more than 12 feet. However, no such additional height shall cause any portion of the building or structure to exceed a height of 30 feet, as measured from the highest point of the roof structure or parapet wall to the elevation of the ground surface which is vertically below said point of measurement.

c. On a downslope lot, the height of any building or structure which is visible from Mulholland Drive and which is located within 500 feet from the Mulholland Drive right-of-way, shall not exceed 40 feet as indicated on Figure A, but in no event shall any building or structure exceed a height that would cause such building or structure to penetrate the viewshed. When the elevation of the highest adjoining sidewalk or ground surface within a five foot horizontal distance of the exterior wall of a building exceeds grade by more than 20 feet, a building or structure may exceed the height in number of feet prescribed in this paragraph by not more than 12 feet. However, no such additional height shall cause any portion of the building or structure to exceed a height of 40 feet, as measured from the highest point of the roof structure or parapet wall to the elevation of the ground surface which is vertically below said point of measurement.

3. Yard Requirements. Notwithstanding Z.A.I. Case 1270, buildings and structures located on lots that abut the right-of-way and are 100 or more feet in depth shall be constructed with the following yards:

- a. **Front** - There shall be a front yard of not less than 20% of the depth of the lot, but which need not exceed 40 feet.
- b. **Side** - There shall be a side yard on each side of the main building of not less than 10% of the width of the lot, but which need not exceed 20 feet.

4. Fences, Gates and Walls. All fences, gates and walls visible from Mulholland Drive shall be constructed of the following materials: rough-cut, unfinished wood; native-type stone; split-face concrete block; textured plaster surface walls; black or dark green chain link or wrought iron; or a combination thereof.

5. Drain Pipes laid on the ground and visible from Mulholland Drive shall be black or earth tone brown.

6. Utilities. The Advisory Agency, where feasible, shall require that all utilities installed in connection with the development of new subdivisions be placed underground.

7. Roofs. All roofs visible from Mulholland Drive shall be surfaced with non-glare materials and no equipment shall be placed thereon. This provision shall not apply to solar energy devices.

Sec. 6. OUTER CORRIDOR REGULATIONS.

A. Uses. All projects visible from Mulholland Drive and located within the outer corridor shall conform to the following regulations:

- 1. Permitted Uses.** The following uses shall be permitted subject to the following limitations: Any use permitted in the inner corridor is permitted in the outer corridor, except for those uses only permitted in the institutional use corridor. Provided, however, that one-family dwellings and related parking and accessory buildings shall conform to the requirements of Subsection D of this Section.
2. Commercial, low medium I residential and low medium II residential uses, provided that they are consistent with the applicable community plan.
3. **Discretionary Uses.** Discretionary uses permitted in the inner corridor are permitted in the outer corridor, except for those uses only permitted in the institutional use corridor.
4. **Exempted Uses.** All uses exempted in the inner corridor are exempted in the outer corridor.
5. **Utility Related Structures.** The provisions applicable to utility related structures in the inner corridor are applicable in the outer corridor.

B. Environmental Protection Measures. All the environmental protection measures required in the inner corridor are required in the outer corridor.

C. Grading.

1. No grading in excess of two cubic yards per four square feet of lot area per lot visible from Mulholland Drive shall be permitted without the prior written approval of the Director pursuant to Section 11. However, corrective grading as determined by the Department of Building and Safety is not to be included in this calculation. The Director may approve grading up to four cubic yards per four square feet of lot area per lot after making the following findings:
 - a. The Department of Building and Safety or the Bureau of Engineering has determined that such grading is required to provide access driveways, pedestrian accessways, drainage facilities, slope easements, and/or dwelling foundations.
 - b. All grading conforms to the standards set forth in the Landform Grading Manual, unless the Department of Building and Safety has determined that landform grading will conflict with the provisions of Divisions 29 and 70 of Article I of Chapter IX of the Code.

- c. The graded slopes have a natural appearance compatible with the characteristics of the Santa Monica Mountains.
- d. The Department of Building and Safety has determined that grading will minimize erosion.

2. All graded slopes shall comply with the provisions in Section 10 of this Specific Plan.

D. Allowable Building Heights. The height of any building or structure visible from Mulholland Drive shall not exceed 40 feet as indicated on Figure B. For purposes of this Subsection, the measurement of height shall be as defined in Section 12.03 of the Code and shall be measured from existing natural or finished grade, whichever is lower. When the elevation of the highest adjoining sidewalk or ground surface within a five foot horizontal distance of the exterior wall of a building exceeds grade by more than 20 feet, a building or structure may exceed the height in number of feet prescribed in this Subsection by not more than 12 feet. However, no such additional height shall cause any portion of the building or structure to exceed a height of 40 feet, as measured from the highest point of the roof structure or parapet wall to the elevation of the ground surface which is vertically below said point of measurement.

Sec. 7. MULHOLLAND DRIVE AND RIGHT-OF-WAY REGULATIONS.

A. Changes and/or Improvements. No change or improvement may be made to the alignment or design of the paved portion of Mulholland Drive or the right-of-way, except for resurfacing and street and utility maintenance, without the prior approval of the City Council acting after receipt of the recommendation of the Director. After receipt of the recommendation of the Board, the Director may recommend approval after making the following findings:

1. The project is required for public health and safety reasons.
2. The project does not obstruct a scenic feature or resource.
3. The project is compatible with the scenic parkway environment.
4. The project is not inconsistent with the purposes and objectives of the Specific Plan.

B. Alignment and Design. Any change or improvement to the alignment or design of the paved portion of Mulholland Drive or the right-of-way, except for resurfacing and street and utility maintenance, shall conform to the following standards:

- 1. Roadway Alignment.** The paved portion of Mulholland Drive shall conform to its existing alignment from California State Highway Route 101 to the intersection of Topanga Canyon Boulevard, except as modified for safety reasons.

2. Right-of-Way Width. The width of the right-of-way shall conform to its existing approximately 100-foot wide corridor east from Laurel Canyon Boulevard to the Hollywood Freeway (Route 101), and to the approximately 200-foot wide corridor west of Laurel Canyon Boulevard to the City-County boundary.

3. Travel Lanes and Shoulders. Except as provided in subdivision 4 of this Subsection, Mulholland Drive shall consist of two travel lanes, one in each direction with a maximum width of 15 feet per lane and one or more shoulders, except for existing improvements between Topanga Canyon Boulevard and Saltillo Street, Encino Hills Drive and Corda Drive, and Beverly Glen Boulevard and Benedict Canyon Drive.

The shoulder shall be level with the roadway and shall serve as a bikeway. The shoulder shall be five feet wide, except that where a slope is required to be graded in order to provide the five foot shoulder, the shoulder may be less than five feet wide. The shoulder or shoulders shall be paved with asphalt or black concrete and shall be separated from the travel lanes by a solid lane stripe in accordance with the adopted standards of the Department of Transportation. If less than five feet is available on each side of the roadway for shoulders, only the uphill shoulder shall be paved. The shoulder or shoulders shall be marked "Bike Lane" and "No Parking" on the pavement by the Los Angeles Department of Transportation.

4. Turn Lanes.

- a. Turn lanes shall not be permitted without the prior recommendation of the Director after receipt of the recommendation of the Board. The Director shall recommend approval of a turn lane where the Department of Transportation has determined that the turn lane is required to facilitate traffic movement and for safety reasons.
- b. The turn lane shall be a maximum of 12 feet wide and the travel lane parallel to the turn lane shall be a maximum of 12 feet wide.

5. Speed Limit. To the extent permitted by state law, the posted speed limit for vehicles shall prohibit speeds in excess of 25 miles per hour.

6. Sidewalks, Curbs and Berms. No sidewalks or curbs shall be permitted. Only berms required for drainage control and/or erosion shall be permitted.

7. Median Strip. No median strip shall be constructed within the Mulholland Drive right-of-way.

8. Signs. The Department of Transportation shall post signs in the right-of-way indicating the location of the bikelane, core trail crossings, and the major vista points.

9. Plant Material. Existing fire resistant, native-type plants and trees shall be preserved and maintained to enhance the natural scenic character of the parkway. No oak trees shall be removed, cut down, or moved without the prior recommendation of the Director using the criteria set forth in Section 5 B 4 of this Specific Plan.

10. Existing Slopes. Existing slopes adjoining the roadway that show no signs of instability shall not be graded.

11. Rock Formations and Outcroppings. All natural rock formations and/or outcroppings, known or discovered during grading, should be preserved on-site and incorporated into the street design.

C. Access to Mulholland Drive.

1. Driveway Access. No driveway may intersect Mulholland Drive without the prior recommendation of the Director after receipt of the recommendation of the Board.

2. The Director may recommend approval of such driveway if the Director finds that none of the following alternatives are feasible:

- a. Access from other existing ways or alleys;
- b. Access from other potential public or private streets;
- c. Access from an easement over an existing driveway on an adjacent property; or
- d. Access from the shared use of existing driveway(s).

3. Driveway Paving. A driveway which intersects Mulholland Drive shall be paved. Gravel and similar loose materials shall be prohibited.

D. Lighting.

1. Sodium and mercury vapor lamps shall be prohibited.

2. Lighting standards within the right-of-way shall use cut-off type fixtures which focus the light directly onto the street and shoulders.

3. Lighting standards shall be located only in the immediate vicinity of major vista points and major intersections, except as provided in subdivision 5 of this Subsection.

4. The lamp shall cast a white light, similar to metal halide or incandescent lighting.

5. Where the Board of Public Works determines that a lighting standard is needed to improve parkway safety,

the location and design of said lighting standard shall have the prior recommendation of the Director after receipt of the recommendation of the Board. The Director may recommend approval of the location and design of a lighting standard after making the following findings:

- a. The lighting standard does not obstruct a scenic feature or resource.
- b. The lighting standard complements the views from Mulholland Drive.
- c. The lighting fixture proposed to be used reduces the visual intrusion of lighting into the right-of-way.
6. Existing lighting standards located in the right-of-way between Corda Drive and Encino Hills Drive, between Beverly Glen Boulevard and Benedict Canyon Drive, between Skyline Drive and Laurel Pass Avenue, between Laurel Canyon Boulevard and Dona Pegita Drive, and at Woodcliff Road should be redesigned by the Department of Public Works to reduce the glare, and cut-off fixtures should be installed to focus the light directly onto Mulholland Drive and the shoulders.

E. Features.

1. All guard rails shall be constructed according to Bureau of Engineering standards and shall have a wood facing treated and finished to achieve a rustic and/or natural appearance.
2. All historic survey monuments set during the original survey for Mulholland Drive shall be preserved at their original location.

Sec. 8. CORE TRAIL.

A. The core trail design and location shall be approved by the City Council acting after receipt of the recommendation of the City Planning Commission. After receipt of the recommendation of the Board, the City Planning Commission may recommend approval of the construction of the core trail upon making the following findings:

1. The design and location of the core trail is consistent with the provisions of this Section.
2. The graded slopes have a natural appearance compatible with the Santa Monica Mountains.
3. The landscaping is designed to complement the view from Mulholland Drive and the right-of-way.
4. The landscaping is designed to promote safety and require a minimum of security measures.
5. The landscaping is consistent with Section 10 of this Specific Plan.

6. Any signs are designed to prevent vandalism and are placed so as to identify the location of the core trail.

B. **Location.** The core trail shall be a continuous trail within the right-of-way. It shall be constructed generally parallel to, but not within the shoulders, except where physical constraints necessitate development adjacent to Mulholland Drive.

C. **Design.** Where feasible, the core trail shall consist of two distinct, generally parallel pathways separated by vegetation, topography or other means. It shall not be paved with a hard surface. One pathway shall be designated for use by hikers and joggers and the other designated for use by equestrians.

D. **Maintenance.** The Department of Recreation and Parks shall be responsible for maintaining all landscaping along the core trail.

Sec. 9. MAJOR VISTA POINTS.

A. **Location.** Fourteen major vista points (MVP) are designated on maps 1B through 6B and listed below:

1. **Hollywood Bowl MVP** - (Olympics 1984 Overlook) (1 mile west of the Hollywood Freeway).
2. **Universal City MVP** (0.1 miles east of Torreyson Place).
3. **Fryman Canyon MVP**, (0.7 miles west of Laurel Canyon Boulevard).
4. **Summit MVP** (1.9 miles west of Laurel Canyon Boulevard).
5. **Deep Canyon MVP** (0.1 miles east of Benedict Canyon Drive).
6. **Nicada MVP** (0.4 miles west of Beverly Glen Boulevard).
7. **The Grove MVP** (0.9 miles west of Sepulveda Boulevard).
8. **San Vicente Mountain Park MVP** (0.4 miles west of Mandeville extended).
9. **Topanga State Park MVP** (0.3 miles west of Reseda Boulevard extended).
10. **"A" MVP** (Between Reseda Boulevard extended and Vanalden Avenue extended).
11. **"B" MVP** (Between Reseda Boulevard extended and Vanalden Avenue extended).
12. **Corbin MVP** (0.25 miles west of Sepulveda Boulevard).

13. **"C" MVP** (West of Winnetka Avenue extended).

14. **"D" MVP** (West of Natoma Avenue extended).

B. Development. No new major vista point (nos. five through fourteen above) shall be constructed without the prior approval of the City Council acting after receipt of the recommendation of the City Planning Commission. After receipt of the recommendation of the Board, the City Planning Commission may recommend approval of the construction of a major vista point upon making the following findings:

1. The facilities and landscaping are designed to complement the view from Mulholland Drive and the right-of-way.
2. The facilities and landscaping are designed to require a low-level of maintenance.
3. The facilities and landscaping are designed to promote safety and require a minimum of security measures.
4. The parking facilities are adequate to accommodate public use.
5. Ingress and egress are designed to promote safety and minimize traffic congestion on Mulholland Drive.
6. The graded slopes have a natural appearance compatible with the Santa Monica Mountains.
7. The lighting is designed to minimize light and glare on Mulholland Drive and the right-of-way.
8. The landscaping is consistent with Section 10 of this Specific Plan.
9. Any signs are designed to prevent vandalism.

C. Maintenance. The Bureau of Street Maintenance of the Department of Public Works shall be responsible for maintaining the landscaping at all major vista points.

Sec. 10. LANDSCAPING.

A. Standards. Any public or private landscaping installed on or after the effective date of this Specific Plan shall conform to the following standards:

1. Graded Slopes. Graded slopes shall be landform graded in accordance with the provisions of the Landform Grading Manual, unless the Department of Building and Safety has determined that landform grading will conflict with the provisions of Divisions 29 and 70 of Article 1 of Chapter IX of the Code. Slopes which cannot be landform graded shall be landform planted in accordance with the provisions of the Landform Grading Manual. Landscaping shall be installed within six (6) months of the completion of any grading.

2. Location. Plant material in the inner corridor shall not obstruct the view from Mulholland Drive and the right-of-way.

3. Type. Landscaping shall predominantly consist of native-type fire resistant plant materials.

4. Oak Trees. Oak trees shall not be removed except as set forth in Sections 5 B 4 or 7 B 9 of this Specific Plan.

5. Replacement Trees. Native trees, including oak trees, which are removed shall be replaced with the same type of tree according to the following replacement schedule:

<u>TYPE OF TREE</u>	<u>REPLACEMENT SIZE AND QUANTITY</u>
Quercus agrifolia lobata, q. Virginiana	36-inch box (2 for 1 replacement)
All other.	15 gallon (2 for 1 replacement)

6. Maintenance. An automatic irrigation system shall be installed where necessary to sustain plants and trees and a fire resistant corridor.

B. Prohibited Plant Material. The following plant material shall not be planted in the scenic corridor parkway on or after the effective date of this Specific Plan.

PROHIBITED PLANT MATERIAL

Acacia decurrens (GREEN WATTLE)

Acacia melanoxylon (BLACKWOOD ACACIA)

Achillea millefolium (COMMON YARROW)

Ailanthus altissima (TREE-OF-HEAVEN)

Albizia distachya (PLUME ALBIZIA)

Atriplex semibaccata (AUSTRALIAN SALT BUSH)

Bamboo sp.

Brassica sp.

Calocedrus decurrens (INCENSE CEDAR)

Centranthus ruber (JUPITER'S BEARD, READ VALERIAN)

Cirsium vulgare and all other thistles

Cortaderia jubata (A GRASS SIMILAR TO PAMPUS GRASS)

Cotoneaster lacteus

Cupressus sempervirens (ITALIAN CYPRESS)

Cytisus (BROOM)
Eucalyptus sp.
Hirschfeldia incana (WILD MUSTARD)
Lantana camara

PROHIBITED PLANT MATERIAL

Lobularia maritima (SWEET ALYSSUM)
Nicotiana glauca (TREE TOBACCO)
Oxalis pes-caprae (BERMUDA BUTTERCUP)

Palmae (PALM)

Pennisetum setaceum (FOUNTAIN GRASS)

Podocarpus

Rhus

Ricinus communis (CASTER BEAN)

Robinia pseudoacacia (BLACK LOCUST)

Schinus terebinthifolius (BRAZILIAN PEPPER)

Tamarix aphylla (ATHEL TREE)

C. Landscape Plan.

1. A landscape plan shall be submitted to the Board for review and recommendation.
2. Landscape plans shall include the approximate size at maturity and location of all proposed plant materials, the scientific and common names of such plant materials, the proposed irrigation plan and the estimated planting schedule. The plan shall identify the length of time in which plant maturity will be attained.

Sec. 11. DESIGN REVIEW PROCESS.

A. Jurisdiction. No permit for the use of land; building permit; grading permit; revocable permit to encroach; or B-permit; shall be issued for a project, until plans, elevations and/or other graphic representations of the project have been reviewed and approved by the Director acting on a recommendation of the Board, except that projects described in Sections 7, 8 and 9, including changes or improvements to the paved portion of Mulholland Drive; core trails and major vista points, shall be reviewed and approved in accordance with the provisions of Sections 7, 8 and 9 of this Specific Plan; and utility related structures shall be reviewed in accordance with the provisions in Section 5 A 5 of this Specific Plan.

B. Composition. The Board is hereby established, which shall consist of seven voting members. The members shall be appointed by the Councilmembers of the Council Districts which are included within the Specific Plan area. One member shall be appointed by each of these Councilmembers. Each of the appointees shall reside in that Councilmember's district and live preferably in the inner corridor. One member shall be appointed by the Mayor and one member shall be appointed by the Santa Monica Mountains Conservancy Board of Directors. At least one member shall be a licensed architect registered civil engineer, one a registered landscape architect, and one a geo-technical engineer or geologist. At least three members shall reside within the Specific Plan area, preferably in the inner corridor.

C. Quorum. All members of the Board shall be entitled to vote. Four members of the Board shall constitute a quorum for purposes of conducting a meeting. The decision of the Board shall be concurred in by at least four members.

D. Terms. The initial members of the Board appointed so that the terms of the appointees are staggered. Three members shall be appointed for a three-year term. Thereafter, the term of each member appointed to a full term shall be five years.

E. Vacancies. In the event a vacancy occurs during the term of a member of the Board, the same official or successor of the official who appointed the member shall make an interim appointment to fill the unexpired term of the member. Where the member is required to have special qualifications, the vacancy shall be filled by a person having such qualifications.

F. Authority and Duties. The Board shall advise the Director on aspects of exterior design; site layout; grading; driveway access; landscaping; and height, bulk, materials, textures and colors of any building, structure, sign or other development of property or appurtenances or alterations thereto after reviewing plans, elevations and/or other graphic representations for a project to assure compliance with the criteria set forth in this Specific Plan.

The Board shall be prohibited from changing, altering, modifying or amending any final discretionary actions previously approved by the Los Angeles City Planning Commission, Los Angeles City Council or other discretionary decision making body.

However, with respect to development in the Specific Plan area and its consistency with this Specific Plan, the Board may advise the Advisory Agency on the layout and design of subdivisions, the City Planning Commission on zone changes and conditional uses, the Zoning Administrator on variances and conditional uses and the appropriate City decision-making body on any public project or discretionary action.

G. Fees. The application fees for processing a design review application shall be the same as established in Section 19.01 P of the Code for "Applications for Specific

Plan Design Review Approval," except as provided in Section 19.01 K 1 of the Code.

H. Design Guidelines. The Board may adopt specific design guidelines to implement procedures for design review. These guidelines may be illustrations, interpretations or clarifications of policies established by the Board. The guidelines shall not become effective until they are approved by the City Planning Commission. Copies of these guidelines shall be available from the Department of City Planning.

I. Procedure.

1. Applications. All applications for design review approval shall be submitted to the Office of General Planning of the City Planning Department on a form supplied by the Department. An application shall be deemed complete only if all the applicable items noted below are included with the application. Submittals shall not exceed 22" x 28" and shall be folded to fit into an 11" x 14" envelope.

- a. Vicinity location map.
- b. Site plan which includes 100 feet beyond the property lines.
- c. Topographic map.
- d. Grading plan.
- e. Elevations of existing and proposed structures, and significant landscape elements;
- f. Section(s) through the project. If the project is located in the inner corridor, the section(s) shall extend to Mulholland Drive.
- g. Floor Plan.
- h. Landscape plan. Landscape plans shall include the approximate size at maturity and location of all proposed plant materials, the scientific and common names of such plant materials, the proposed irrigation plan and the estimated planting schedule. The plan shall identify the length of time in which plant maturity will be attained.
- i. Photographs, taken on Mulholland Drive within the project's visibility arc. The visibility arc and the locations where the photographs were taken shall be indicated on a map. These photographs shall provide two or more views of the project site, existing improvements, views, and significant features.
- j. Sign plan (where applicable).
- k. Samples of exterior building materials and colors.

l. If applicable, a completed copy of the City's environmental assessment form and all environmental data considered by the City's Environmental Review Committee.

m. If applicable, completed copies of all required Planning Department discretionary action application forms and radius, parcel and/or tract map(s).

n. If applicable, copies of the biologist's report and covenant and agreement required pursuant to Section 5 B 2 a of this Specific Plan.

o. If applicable, a preliminary archaeological/paleontological record search from the State Regional Archaeological Information Center (UCLA).

2. Board Action. The Director shall refer the application to the Board for its recommendation within 10 working days of the Department's acceptance of the completed application. The Board shall review the project and submit its findings to the Director within twenty (20) working days of such referral or within such additional time as is mutually agreed upon in writing between the applicant and the Board. These findings shall indicate a recommendation of approval, disapproval or conditional approval of the subject application.

Board meeting notices and agendas shall be posted 72 hours prior to all meetings. Board meeting minutes shall be available for public review within five working days of all meetings.

The Board shall use any applicable specific plans and/or adopted design guidelines which pertain to the area in which the project is located in evaluating the project. Additionally, the Board shall consider compliance with the following criteria:

- a. Whether the proposed project conforms to all provisions contained within the Specific Plan and any applicable specific plans or design guidelines.
- b. Whether the grading and/or the location of the project are designed so as to minimize the impact on visibility from Mulholland Drive and the right-of-way.
- c. Whether all proposed buildings, structures and recreational facilities are located so as not to obstruct a scenic feature or resource.
- d. Whether all proposed buildings, structures and recreational facilities are designed to complement the views from Mulholland Drive and are compatible with the parkway environment.

- e. Whether the proposed buildings and structures are compatible with the surrounding buildings and parkway environment in terms of design, massing, height, materials, colors (subdued tones, natural materials and non-reflective materials and finishes shall be encouraged) and setbacks.
- f. Whether the landscape design has a variety and quantity of native-type, fire-resistant plant materials throughout the project which are compatible with the scenic parkway.
- g. Whether the landscape design representation of the plant materials accurately reflects their growth habit at maturity.
- h. Whether the grading is designed so as to create slopes with a natural appearance compatible with the characteristics of the Santa Monica Mountains.
- i. Whether the site layout is designed so as to require a minimum of grading and retaining walls and protects prominent ridges, streams and environmentally sensitive areas.
- j. Whether driveway access to Mulholland Drive is designed so as to require a minimum of grading and retaining walls.
- k. Whether the lighting is designed so as to reduce the visual intrusion of light onto Mulholland Drive and the right-of-way.
- l. Whether proposed major vista points, core trails and projects near parklands conform to all provisions in the Specific Plan.

3. Director's Determination. The Director, within 10 working days following receipt of the Board's recommendation, shall approve, disapprove, or modify the Board's recommendation. In the event the Director's determination differs from that of the Board, the Director shall make written findings supporting the determination. The Director shall forward a copy of the determination to the applicant, the Board, the Advisory Agency (if applicable), the Department of Building and Safety and the appropriate Council office.

J. Transfer of Jurisdiction. In the event the Board fails to act on an application within the time limit specified in this Specific Plan, the applicant may file a request for a transfer of jurisdiction to the Director for a determination of the original application. If such a request is filed, the Board shall lose jurisdiction. Such request shall be filed in the Office of General Planning of the City Planning Department. Thereupon, the request and the Board's files shall be transmitted to the Director, who shall make a decision within 20 working days of receipt of the Board's file.

K. Exemptions.

1. Criteria. An exemption from compliance with this Section shall be granted by the Director for a project which conforms to any of the criteria listed below:

- a. The applicant is restoring a nonconforming building or structure pursuant to Section 12.23.A.4 of the Los Angeles Municipal Code.
- b. The project consists of remodeling or repair of a single-family dwelling and/or accessory structures which conform to all of the following:
 - i. Color, materials and design of exterior changes, including landscaping, are consistent with the intent and provisions of this Specific Plan.
 - ii. The total cumulative floor area of all additions does not exceed 900 square feet.
 - iii. The building height does not exceed the standards set forth in this Specific Plan.
 - iv. The project involves no change of access onto the right-of-way.
 - v. The project is not on a prominent ridge and/or does not break an existing skyline.
 - vi. The project is not located on a lot which contains a stream.
 - vii. The project does not propose grading.

2. Procedure. Applicants seeking an exemption to the design review process shall submit a completed design review exemption application form to the Office of General Planning of the City Planning Department. If the proposed project conforms to the criteria set forth above, the Director shall grant an exemption within 10 working days of the receipt of the application.

L. Appeals. Any applicant, City Council member, the Mayor, or any other interested person who is adversely affected by the Director's determination or action made pursuant to this Specific Plan, may appeal the Director's determination or action to the City Planning Commission and may thereafter appeal the action of the City Planning Commission to the City Council. Such appeals shall be made within 15 days after the date of mailing of the Director's determination or action or the City Planning Commission's determination if appealed to the City Council, in accordance with the procedures prescribed for Tentative Maps in Section 17.06 of the Code.

Fees for filing an appeal by the applicant, shall be the same as those for an appeal from a decision on an application for specific plan design review approval as set forth in Section

I9.01 P of the Code, except as provided in Section I9.01 K 1 of the Code. Fees for appeals by a person other than the applicant shall be the same as those provided in Section 19.01 K 2 of the Los Angeles Municipal Code.

M. Additional Review and Approval of Revised Project.

Following the approval of a design review application, no change shall be made to any portion of a plan reviewed and approved by the Director, or City Planning Commission, or City Council, without additional review and approval of the Director acting on a recommendation of the Board.

Sec. 12. SEVERABILITY.

If any provision of this Specific Plan or the application thereof to any person or circumstance is held to be unconstitutional or otherwise invalid by any court of competent jurisdiction, such invalidity shall not affect other Specific Plan provisions, clauses or applications thereof which can be implemented without the invalid provision application, and to this end the provisions and clauses of this ordinance are declared to be severable.

Part 5

MULHOLLAND SCENIC PARKWAY
ORDINANCE 167,943
EFFECTIVE JUNE 29, 1992

ADMINISTRATIVE RESPONSIBILITIES

Applicant

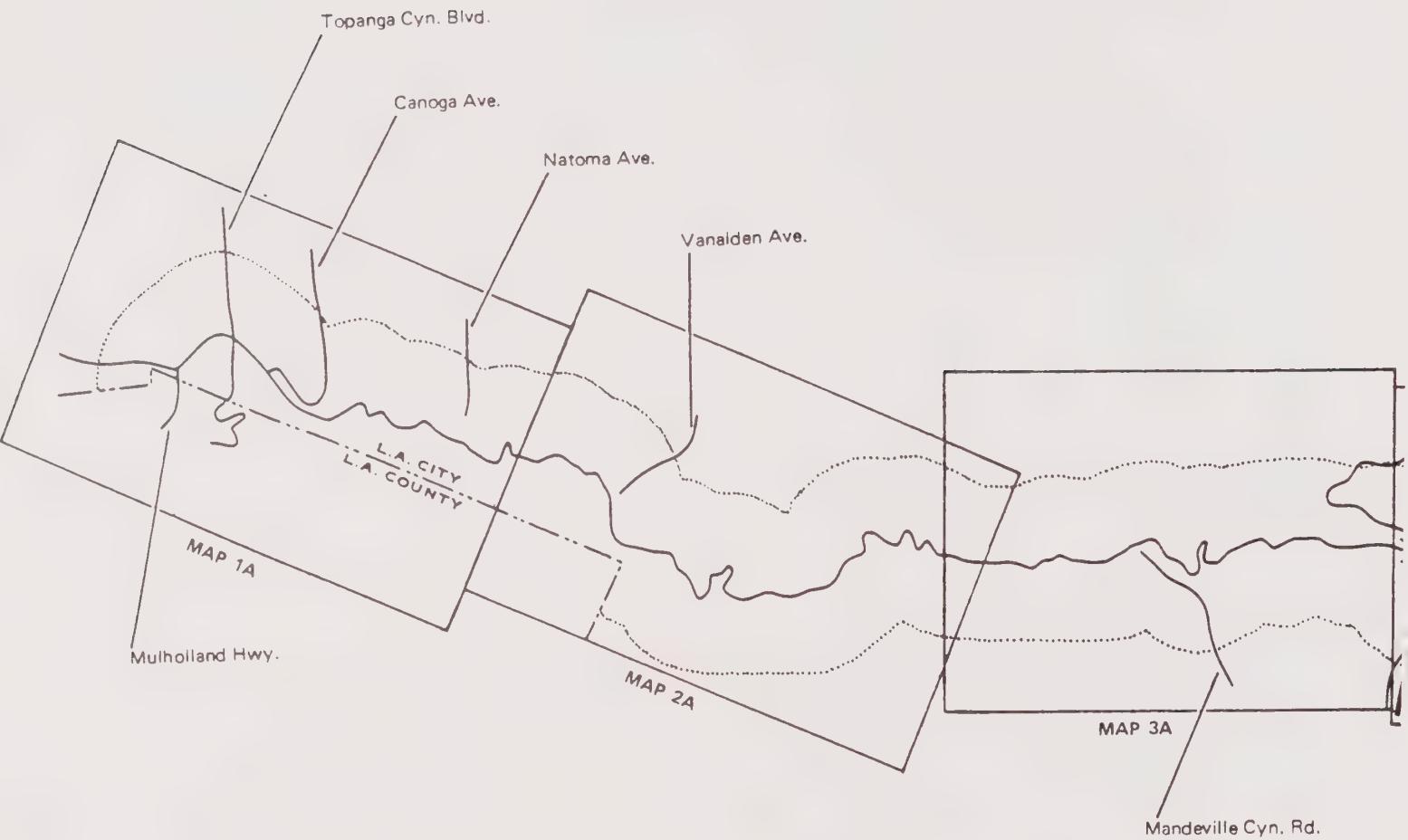
- Applicant must file an application for Design Review for any project visible from Mulholland Drive and/or which does not meet the exemption provision of the Specific Plan
- Upon receipt of the Director of Planning's determination regarding a project, the applicant or other interested parties may appeal the decision to the City Planning Commission and further appeal the matter to the City Council. Such appeals must be made within 15 days after the date of the mailing of the Director's Determination.

Design Review Board

- The Mulholland Scenic Parkway Design Review Board, upon receipt of the project application will take an action to approve, disapprove or conditionally approve the project and transmit its determination to the Director of Planning.

Department of City Planning

- The Director of Planning, upon receipt of the Mulholland Scenic Parkway Design Review Board's Action on a project, will approve, disapprove or modify said recommendation and forward a copy of the determination to the applicant, the Design Review Board and the Department of Building and Safety.



MULHOLLAND SCENIC PARKWAY

SPECIFIC PLAN

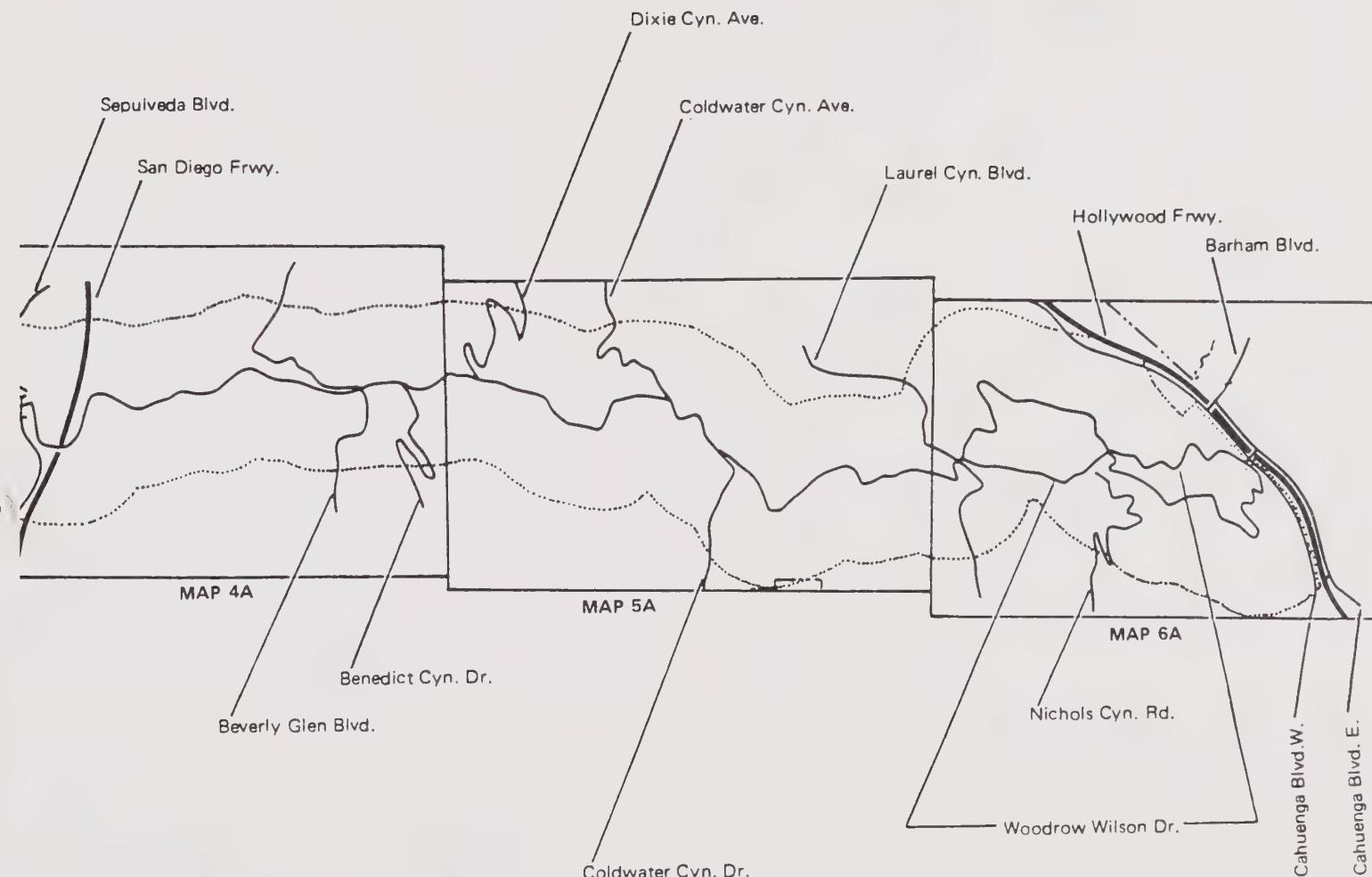


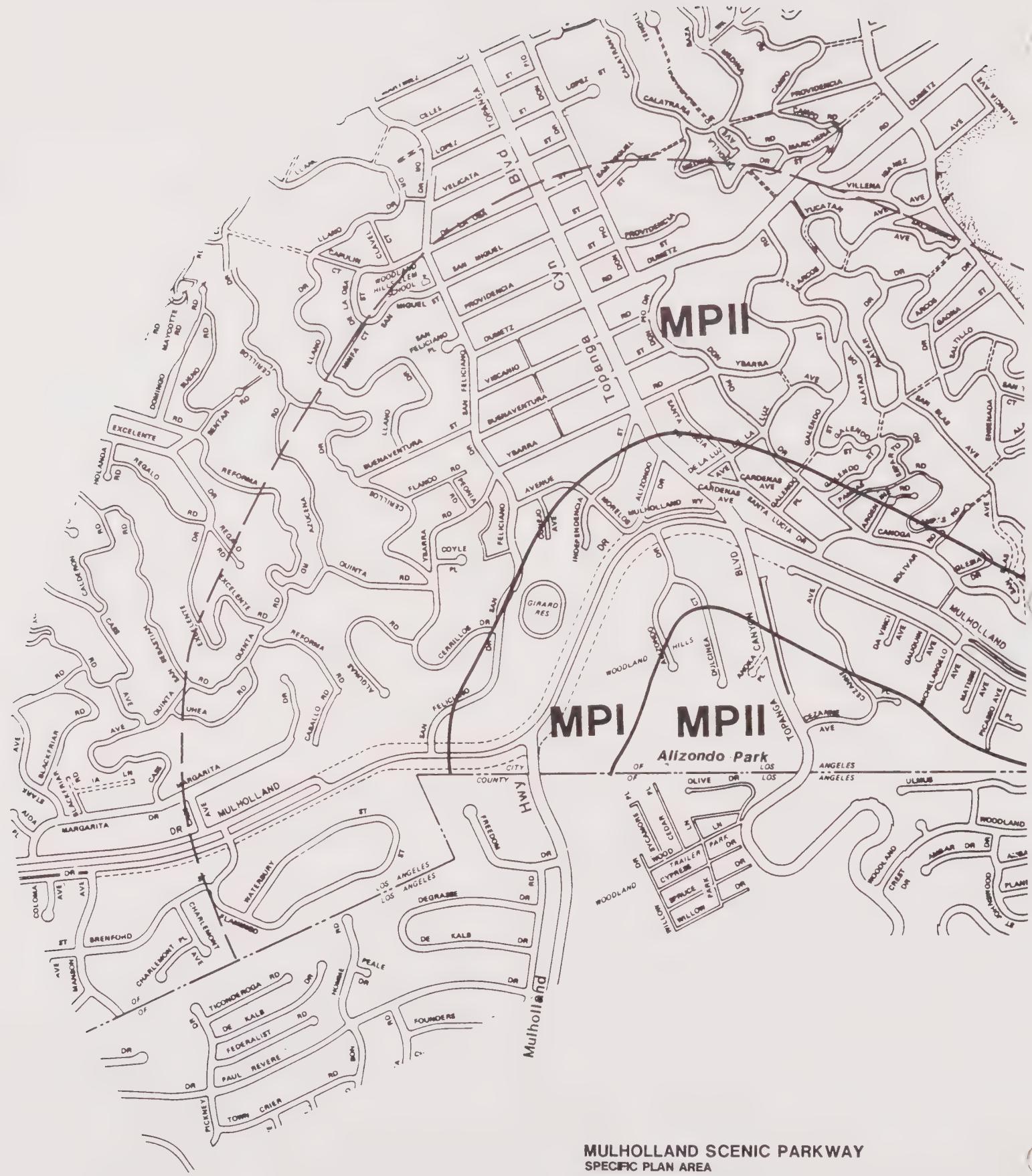
SPECIFIC PLAN AREA

BOUNDARY DEFINITION MAP SERIES KEY

"A" Series delineates Overlay Zone Boundaries

"B" Series illustrates approximate location of Recreational Features



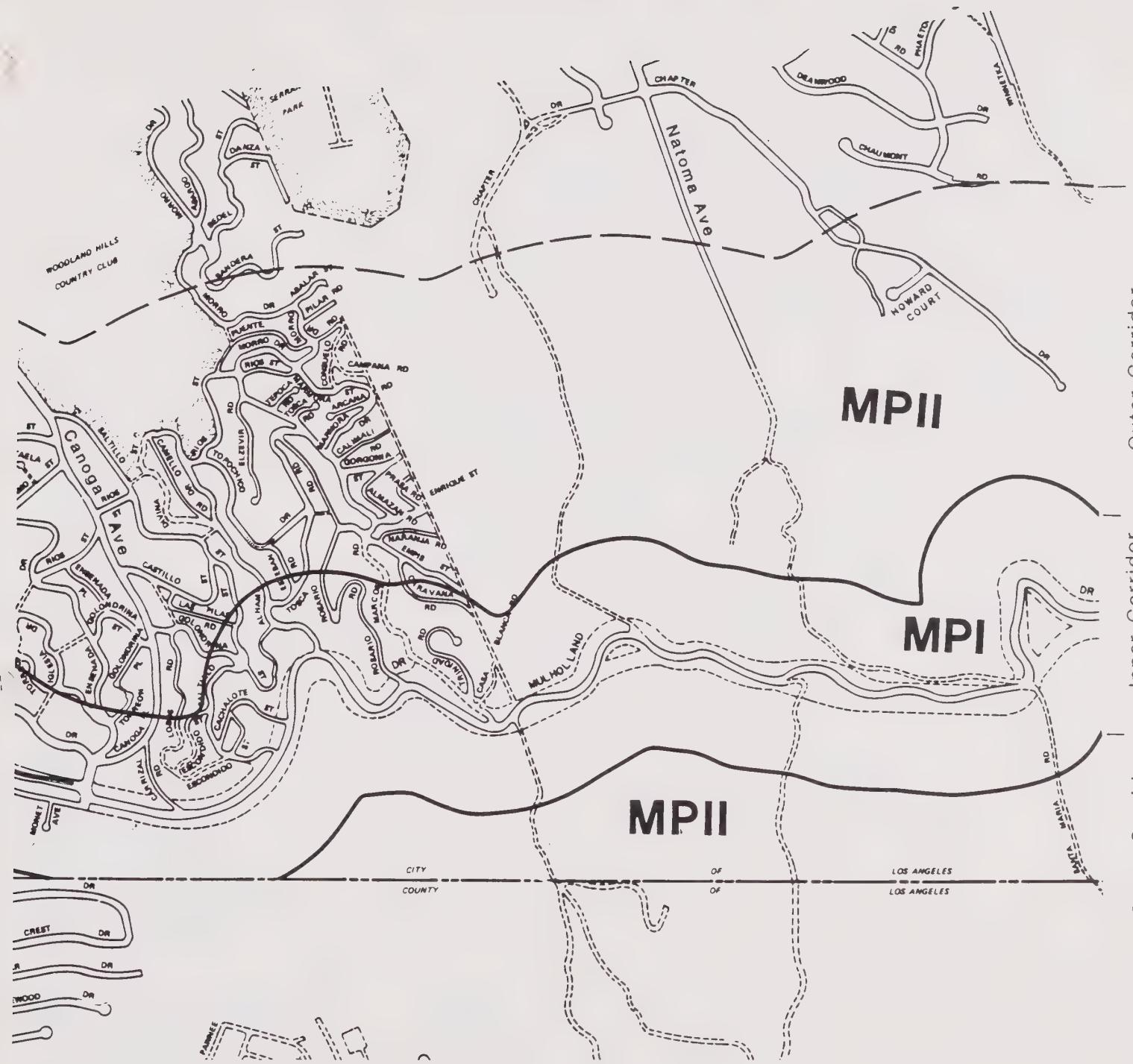


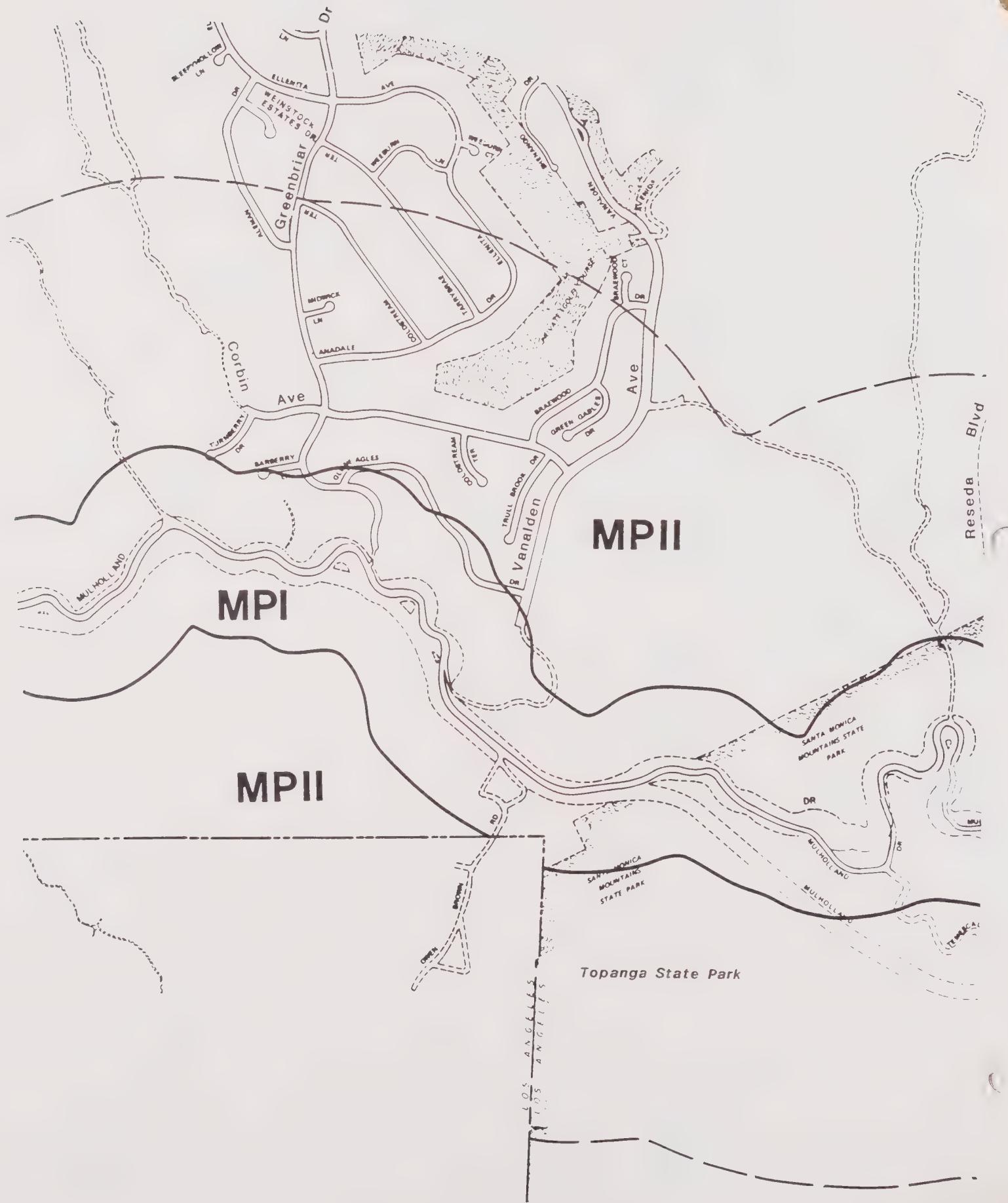
MULHOLLAND SCENIC PARKWAY SPECIFIC PLAN AREA

MPI

MPII

INNER CORRIDOR
Overlay Zone
500' from Right of Way
OUTER CORRIDOR
Overlay Zone
500' to One-Half Mile fr





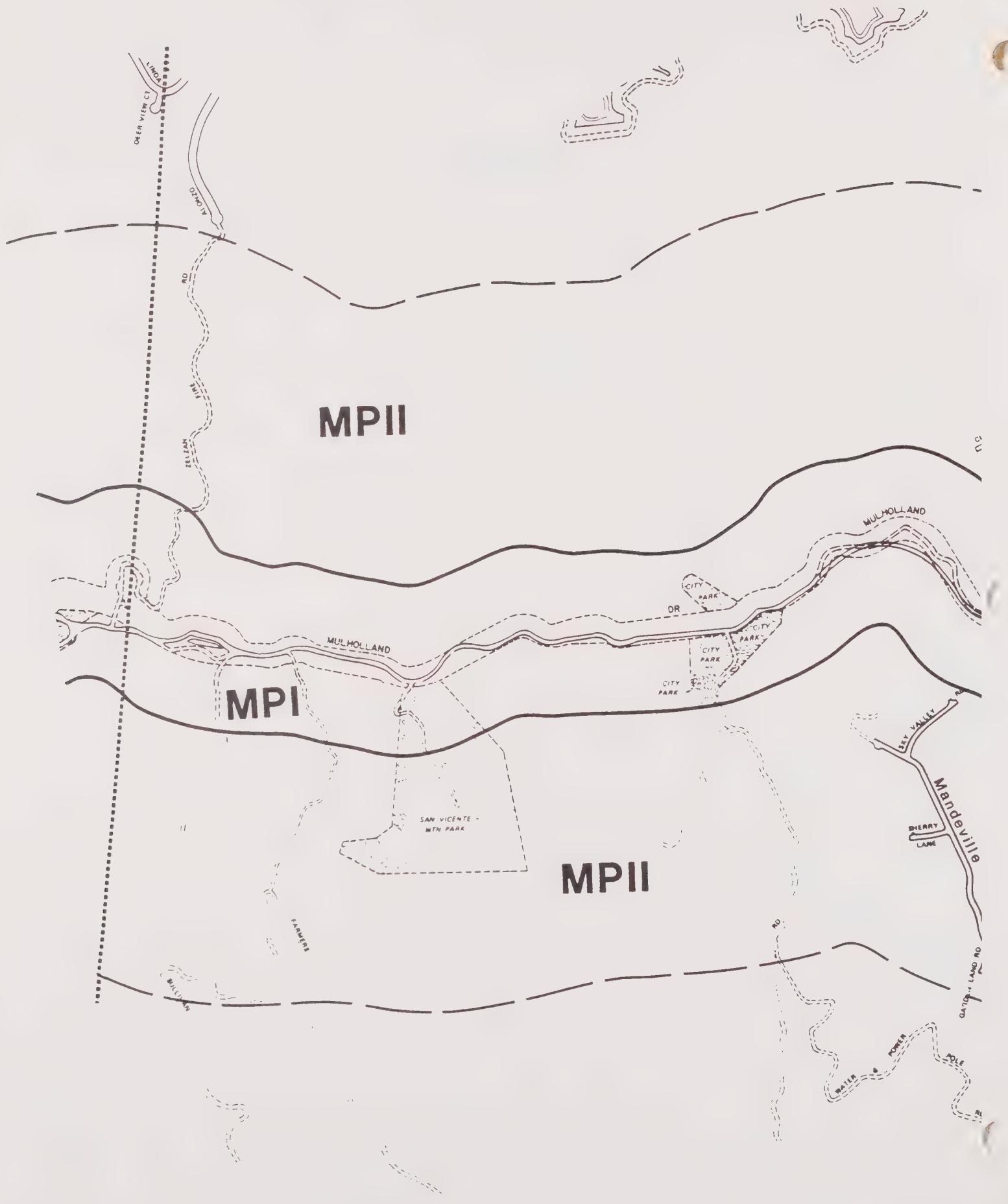


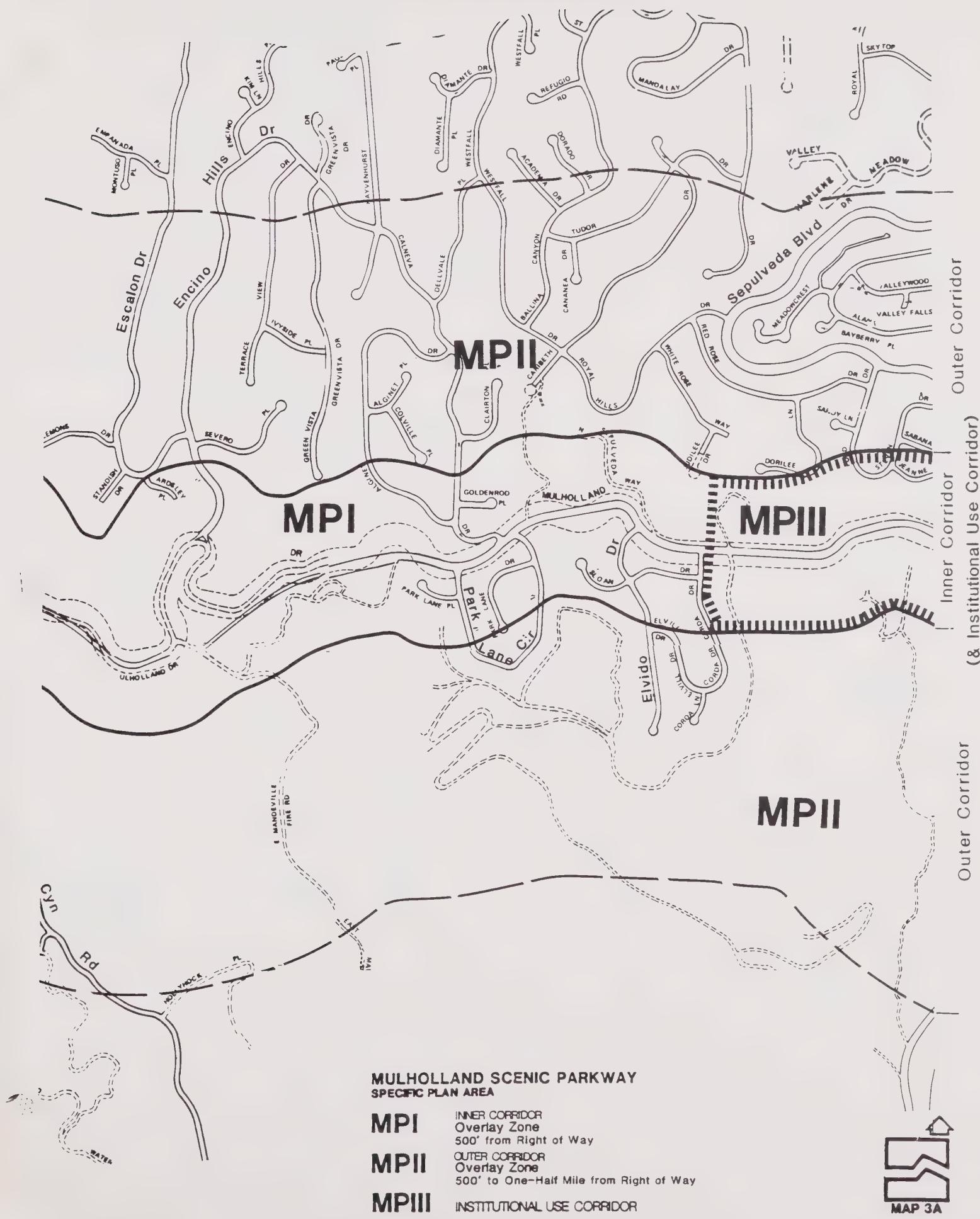
MULHOLLAND SCENIC PARKWAY SPECIFIC PLAN AREA

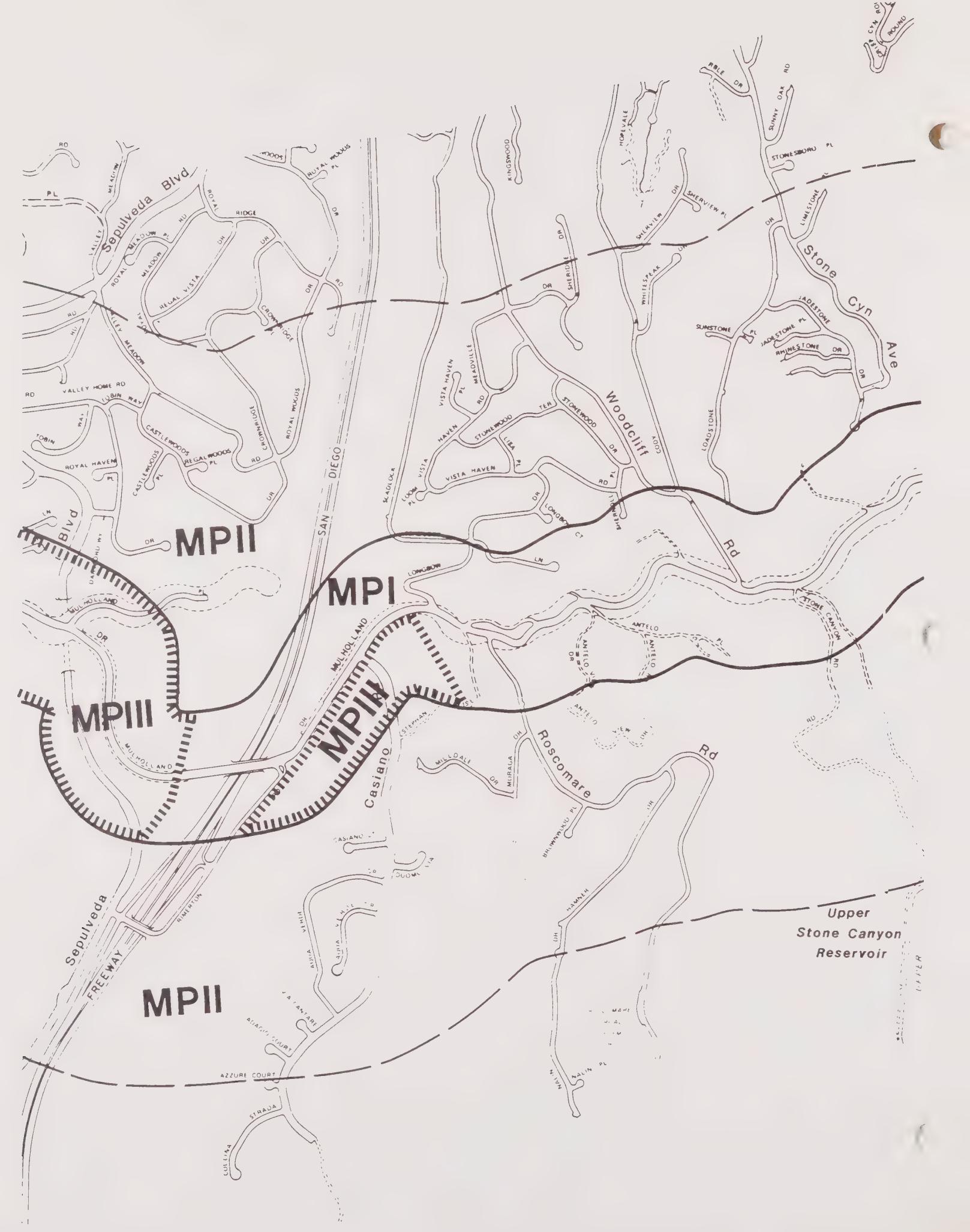
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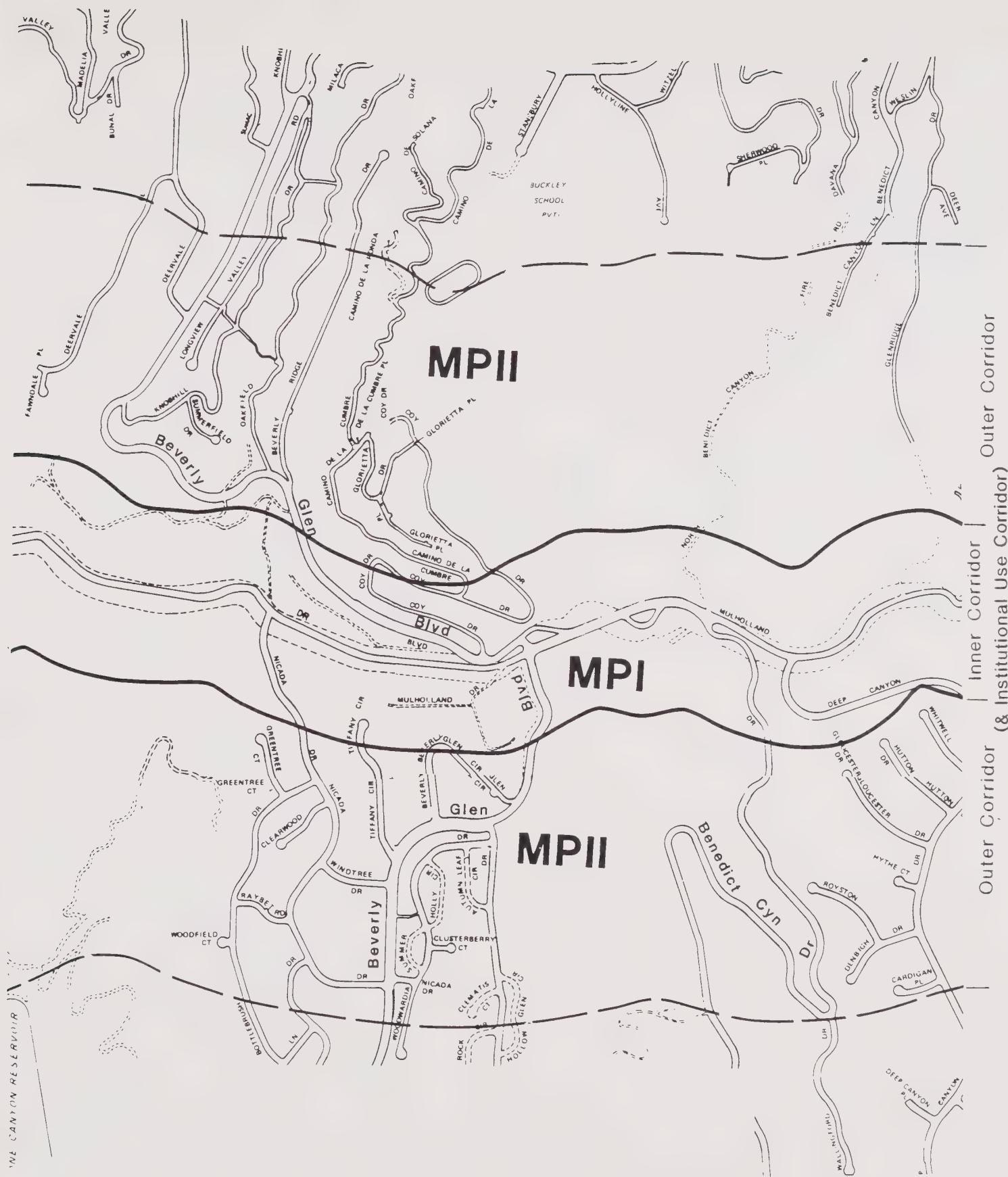
INNER CORRIDOR
Overlay Zone
500' from Right of Way
OUTER CORRIDOR
Overlay Zone
500' to One-Half Mile from Right of Way











MULHOLLAND SCENIC PARKWAY SPECIFIC PLAN AREA

MPI

INNER CORRIDOR

Overlay Zone

500' from Right of Way

OUTER CORRIDOR

Overlay Zone

500' to One-Half Mile from Right of Way

MPII

INNER CORRIDOR

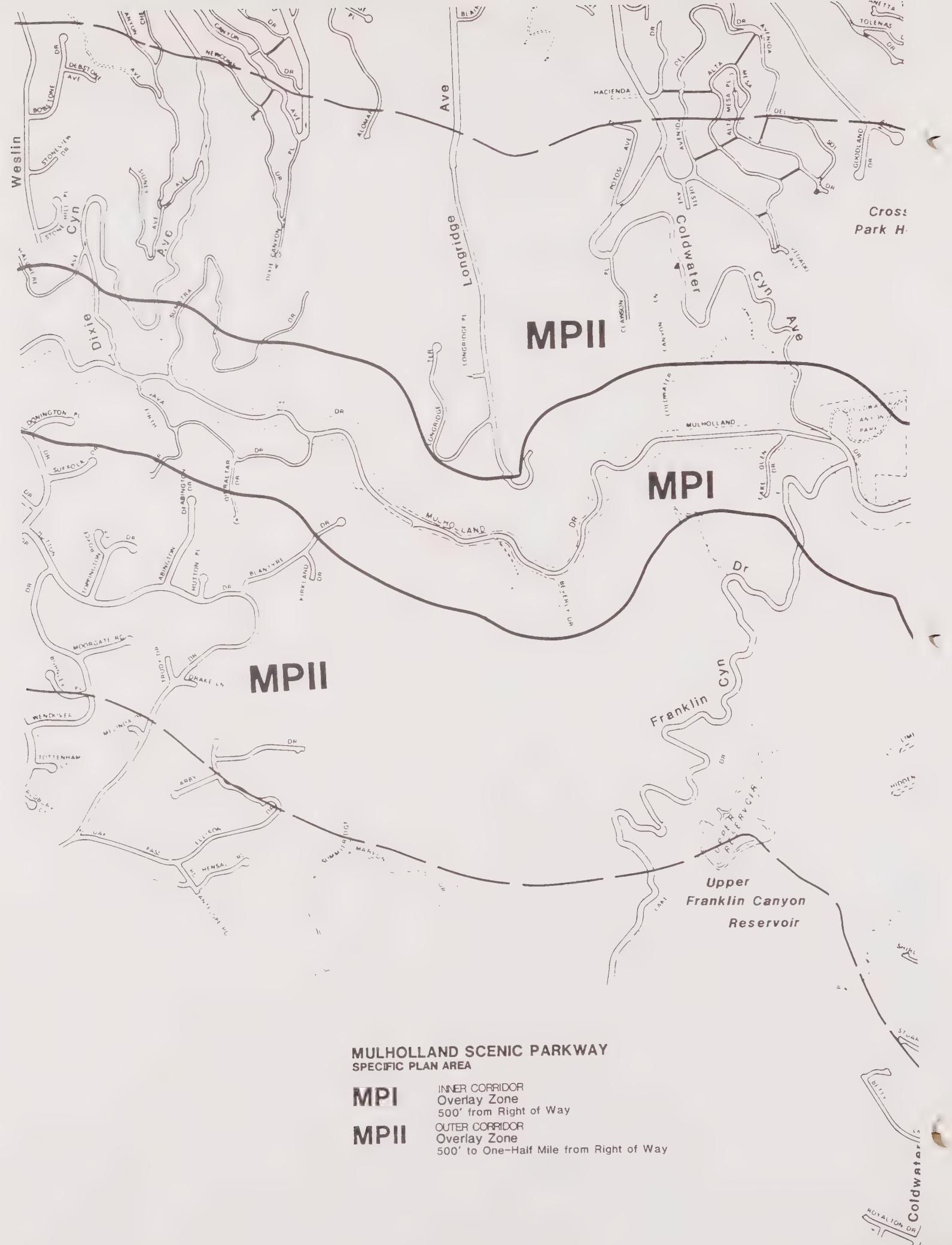
Overlay Zone

500' to One-Half Mile from Right of Way

MPIII

INSTITUTIONAL USE CORRIDOR





*Mountain
headquarters*

MPII

MPI

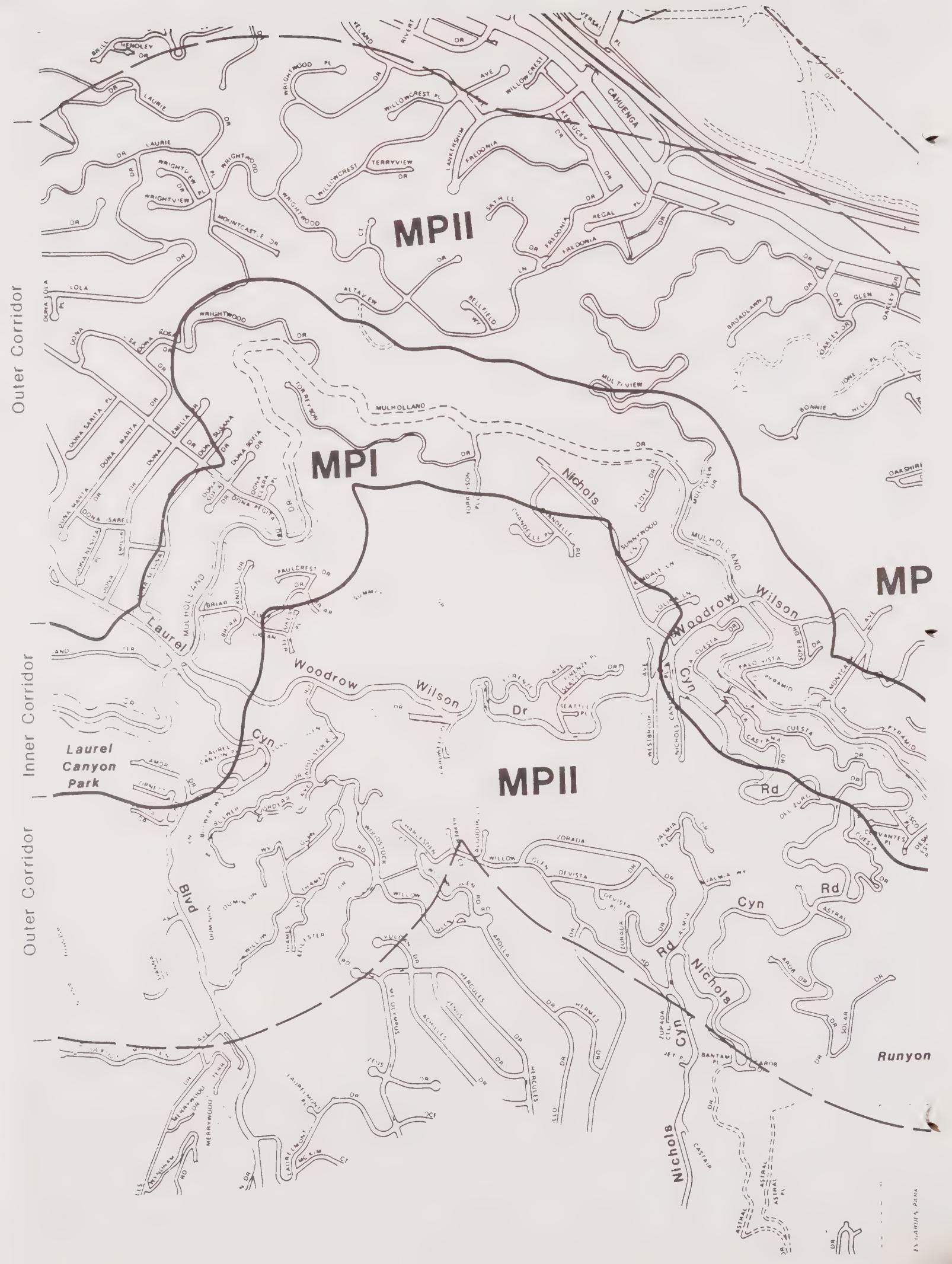
MPII

Outer Corridor

Outer Corridor



MAP 5A



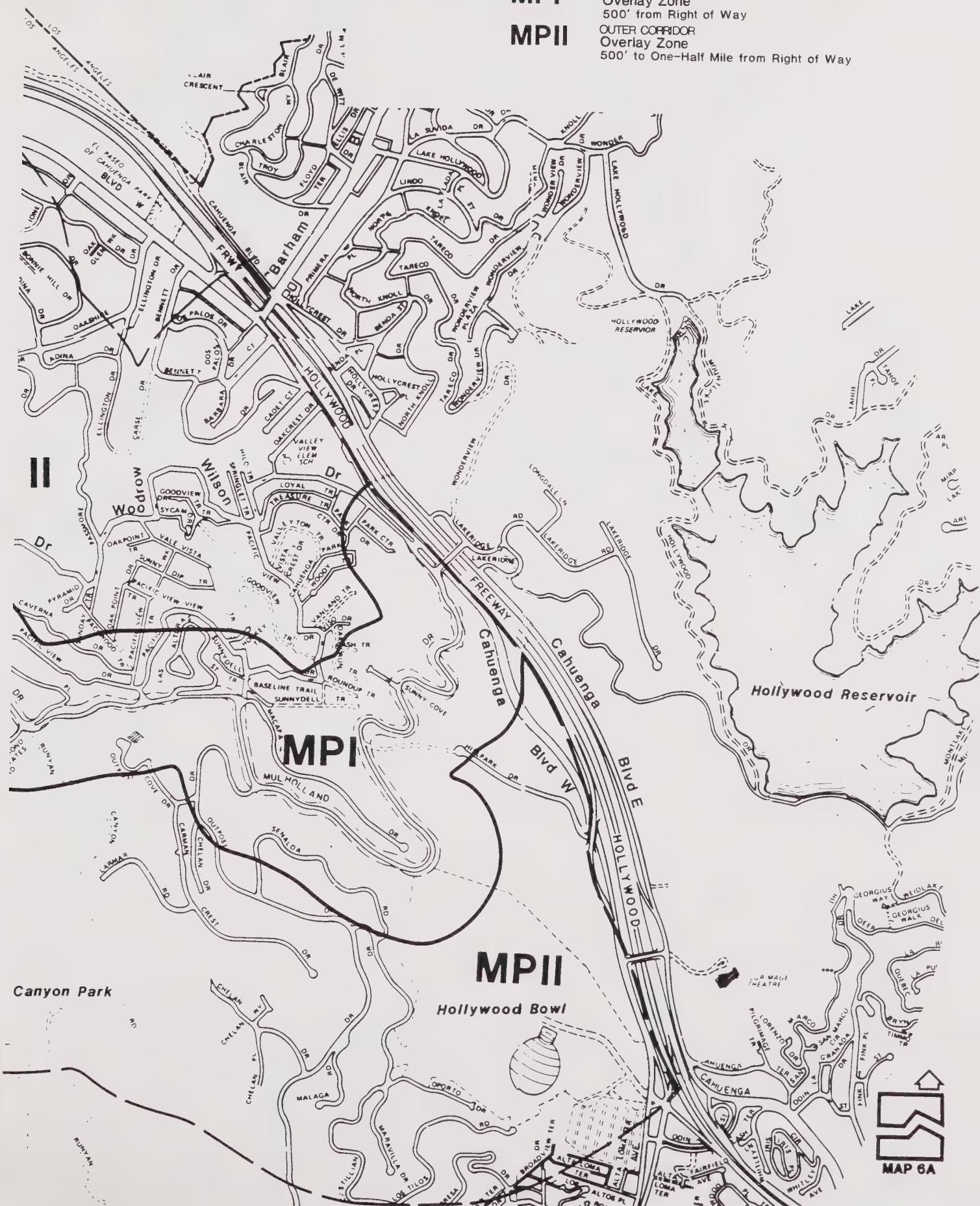
MULHOLLAND SCENIC PARKWAY
SPECIFIC PLAN AREA

MPI

MPII

INNER CORRIDOR
Overlay Zone
500' from Right of Way

OUTER CORRIDOR
Overlay Zone
500' to One-Half Mile from Right of Way





MULHOLLAND SCENIC PARKWAY SPECIFIC PLAN AREA

Publicly-Owned Open Space

..... February 1946 Open Spur
..... Roadway Prominent Ridge

• Major Vista Point

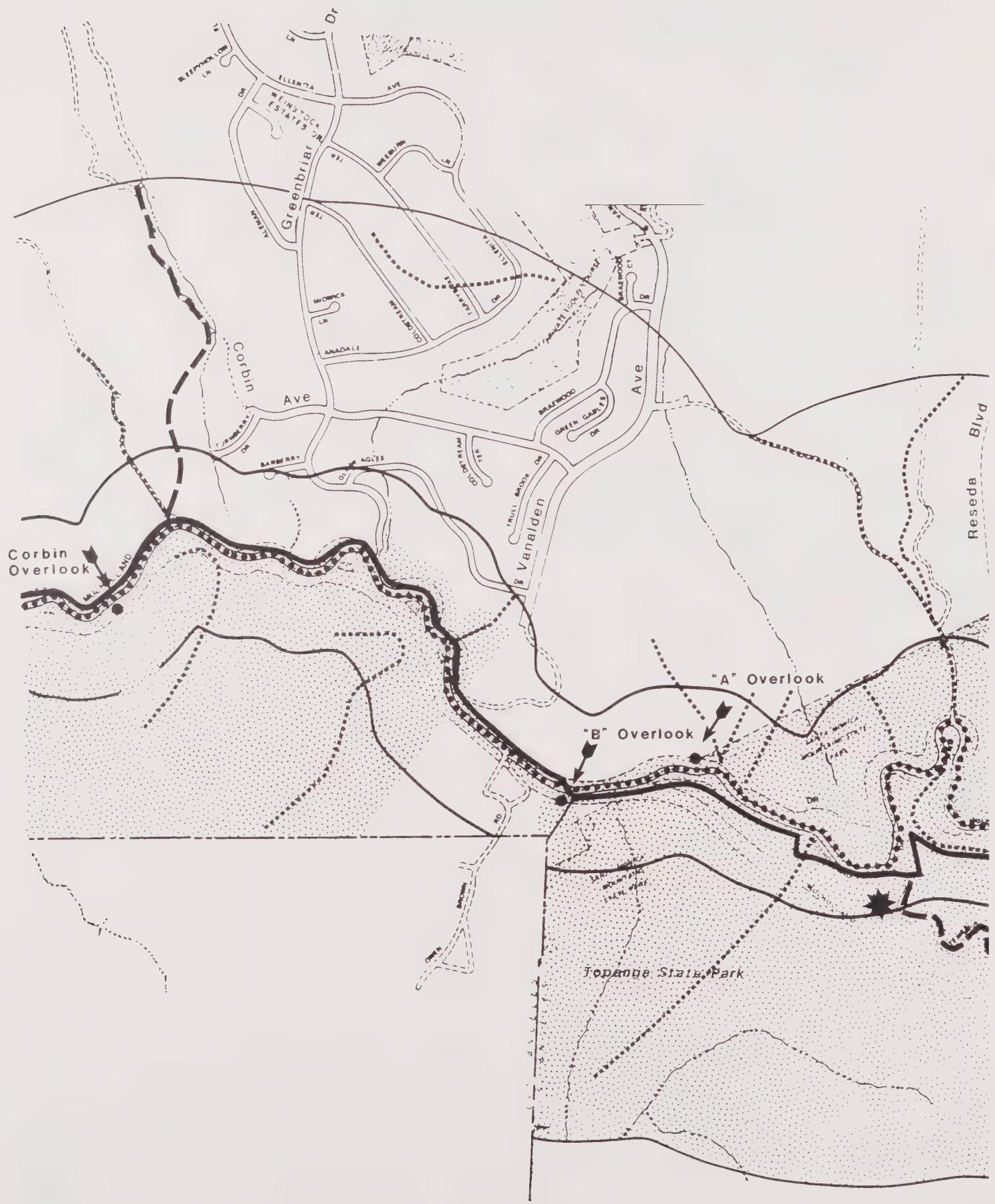
Major Vista Point
Core Trail Public Parkland

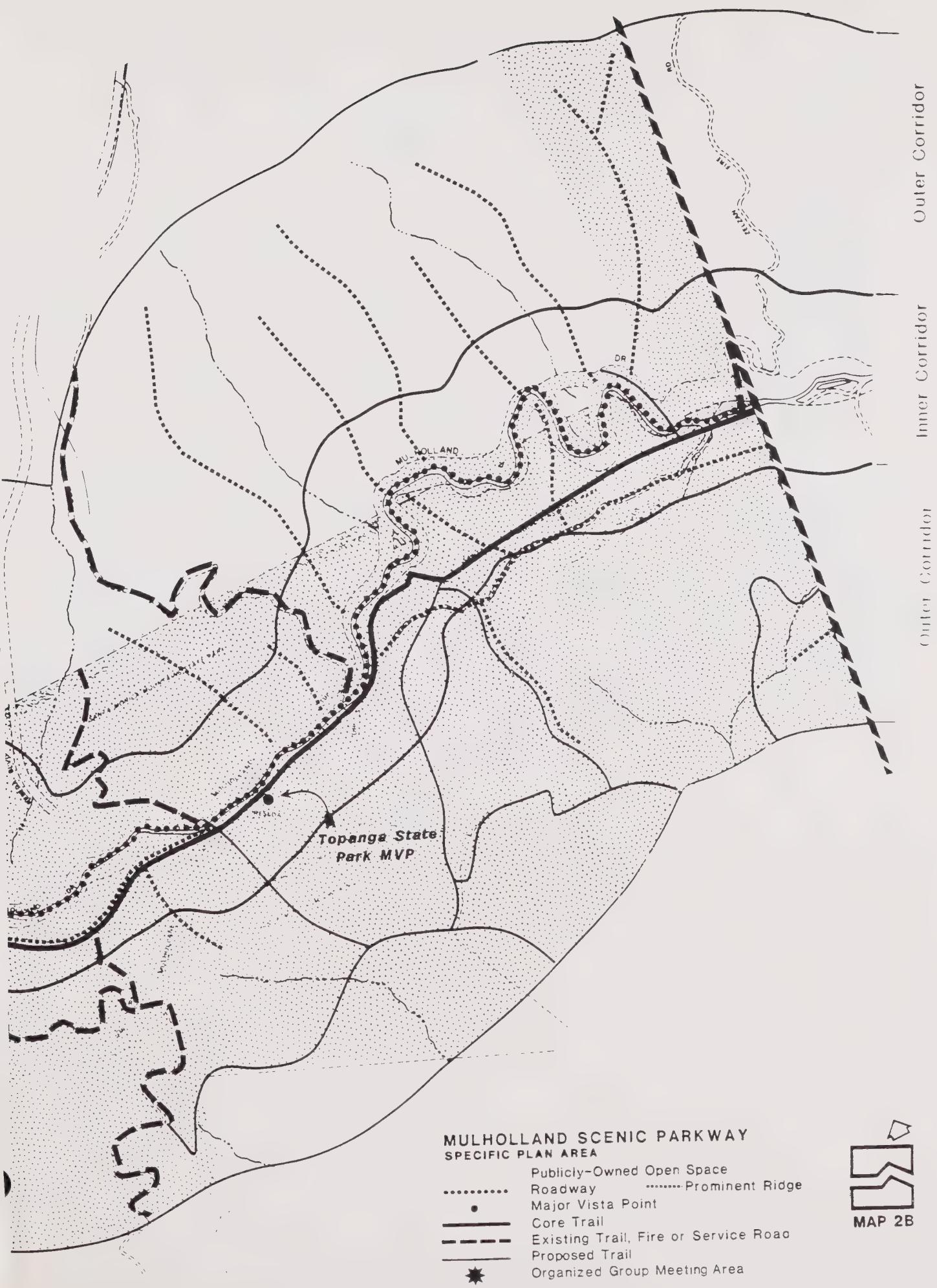
Existing Trail, P.

Proposed Trail

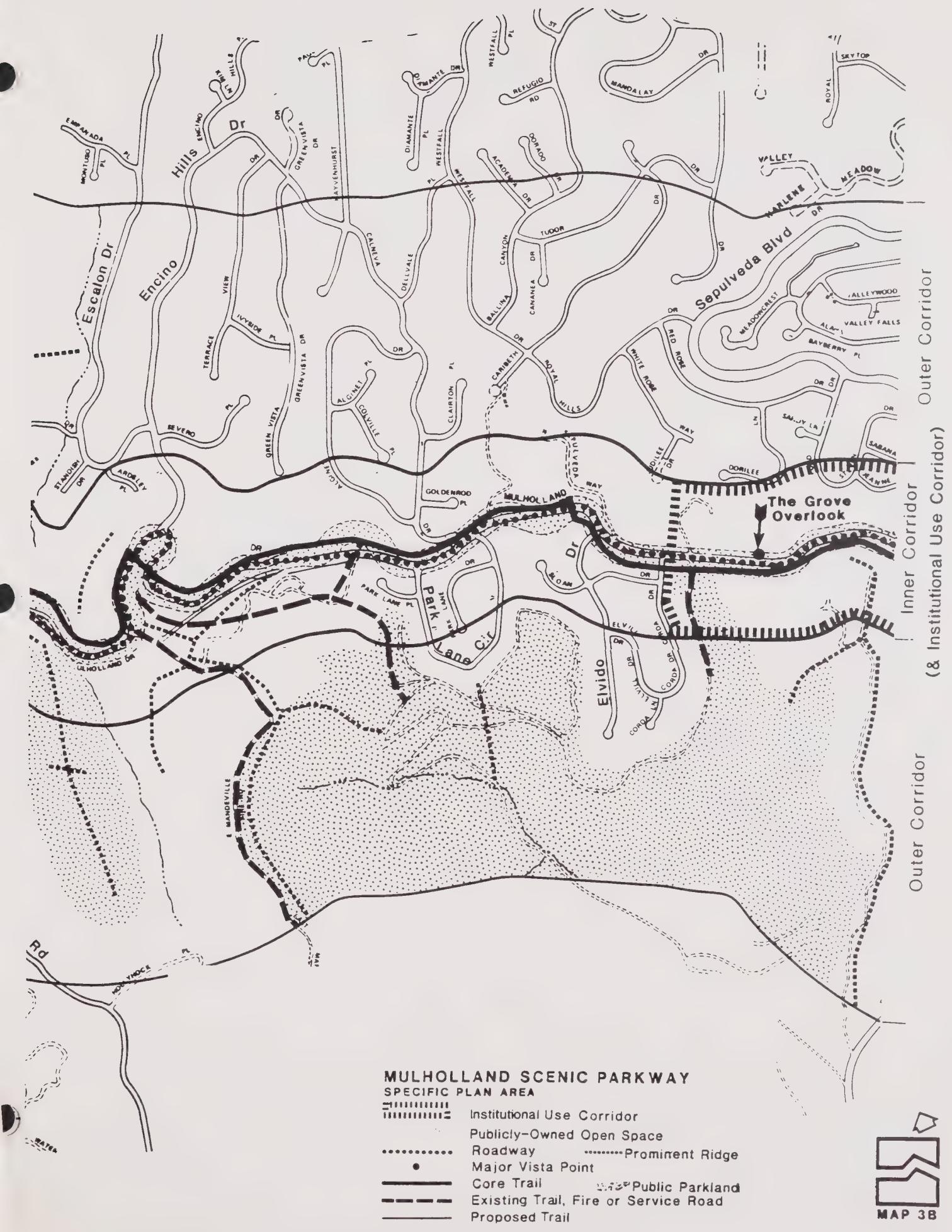


Outer Corridor Inner Corridor

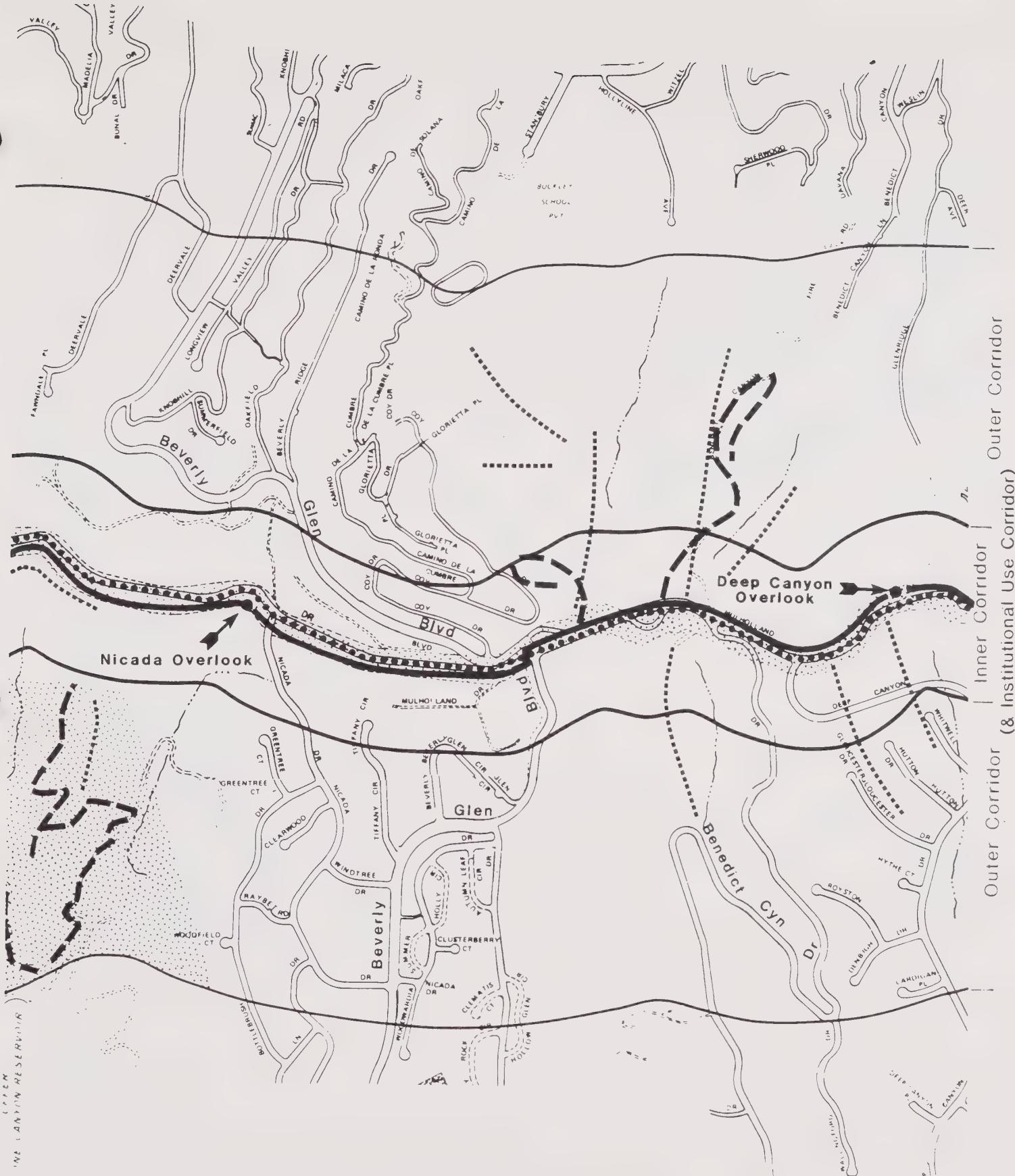








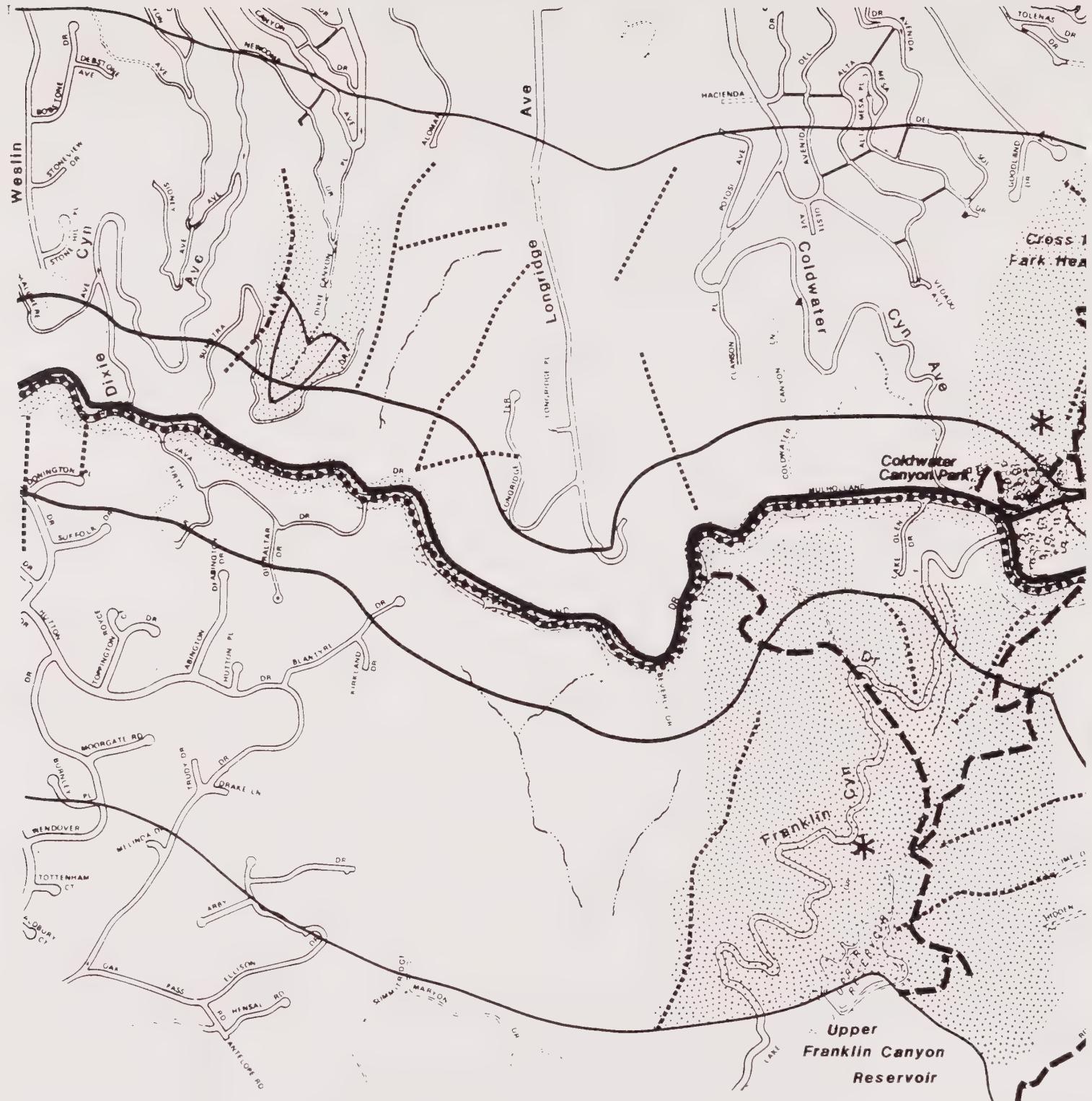




**MULHOLLAND SCENIC PARKWAY
SPECIFIC PLAN AREA**

- Institutional Use Corridor
- Publicly-Owned Open Space
- Roadway
- Major Vista Point
- Core Trail
- Existing Trail, Fire or Service Road





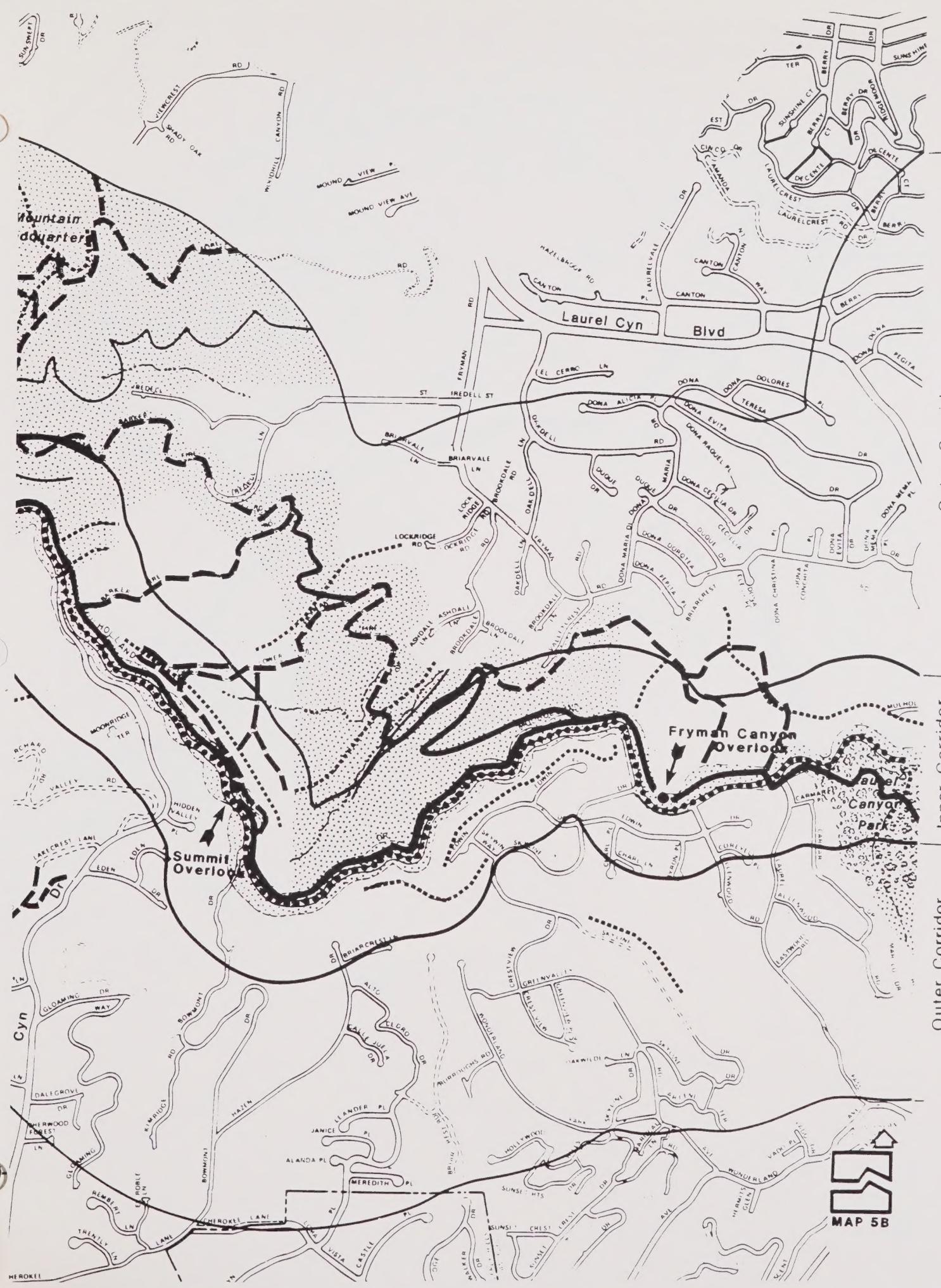
MULHOLLAND SCENIC PARKWAY SPECIFIC PLAN AREA

- Publicly-Owned Open Space
- Roadway
- Major Vista Point
- Core Trail
- Existing Trail, Fire or Service Road
- Proposed Trail
- * Visitors' Center
- Public Parkland

Outer Corridor

Inner Corridor

Outer Corridor



Outer Corridor

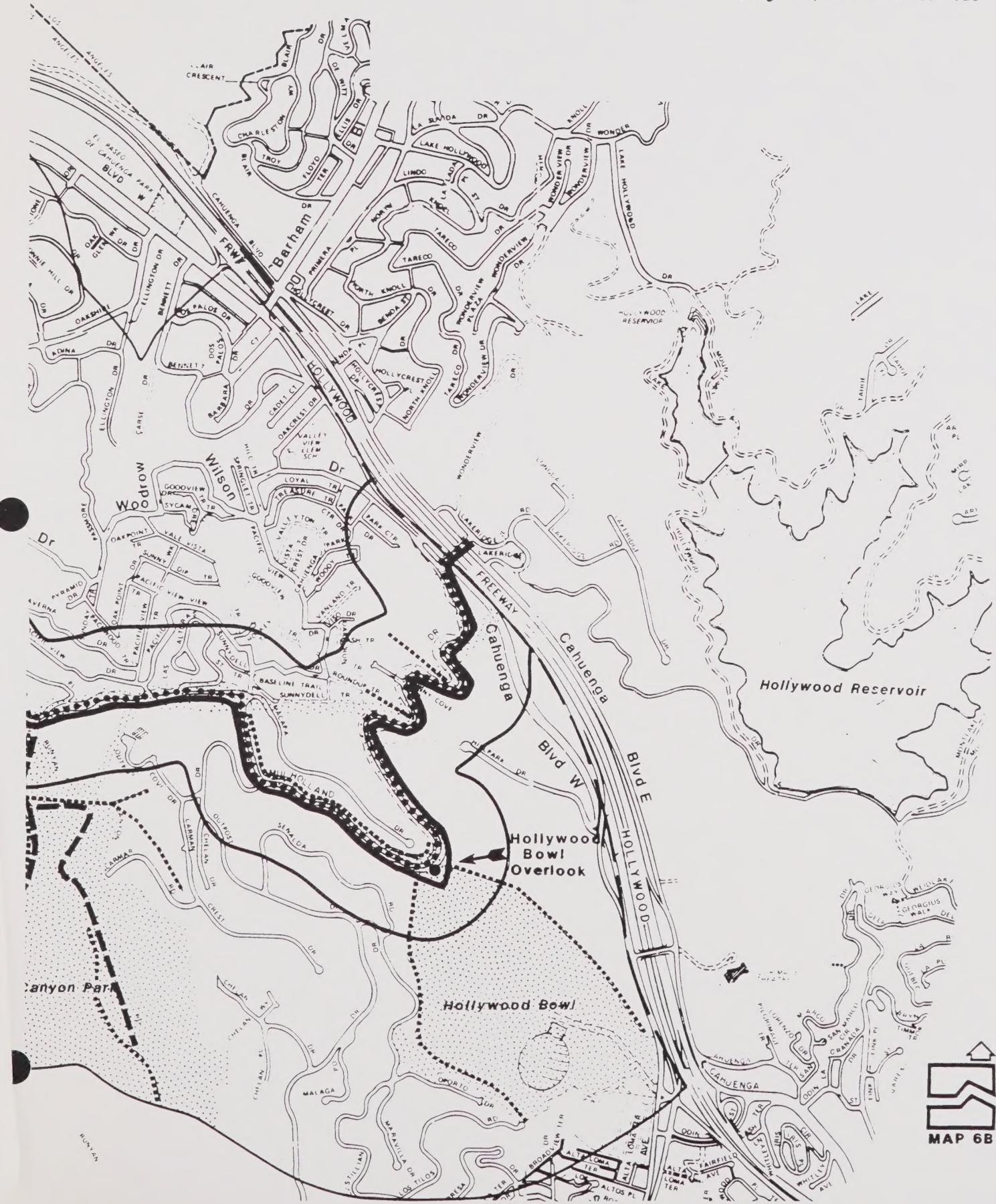
Inner Corridor

Outer Corridor



MULHOLLAND SCENIC PARKWAY
SPECIFIC PLAN AREA

- Publicly-Owned Open Space
- Roadway
- Major Vista Point
- Core Trail
- Existing Trail, Fire or Service Road
- Prominent Ridge
- Public Parkland



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